



CIVIL AIR PATROL NEWS



VOLUME 10, NO. 2

MAXWELL AFB, ALA. 36112

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CELEBRATION—Northeast Region team, runners-up in the Physical Fitness portion of the National Cadet Competition, held at Maxwell AFB, Ala., in late December give a cheer at conclusion of volleyball game. (More photos, Pages 10 and 11).

Georgia Cadets Win Competition Sweepstakes

MAXWELL AFB, Ala. — A team from Civil Air Patrol's Georgia Wing, representing the Southeast Region, won the coveted Sweepstakes Trophy for the second straight year in the annual National Cadet Competition held here in late December.

The Georgia team attained the highest combined score in the two-day competition. The Great Lakes Region, represented by a team from Ohio, received the runner-up award.

The eight competing teams had already won their respective wing and region competitions. They contended against each other in the Cadet Bowl, an aerospace education event consisting of a written test and panel quiz; in a physical fitness event involving a mile run and volleyball; and in a comprehensive drill event.

The initial part of the competition was drill in which four categories were evaluated —

standard drill, innovative drill, in-ranks inspection and drill team commander. The Great Lakes team won first place in the drill and the Southeast and Southwest Regions tied for second. Cadet Rodney Vickers, commander of the Arizona team representing the Southwest Region, won the coveted Drill Team Commander trophy.

The second event was the physical fitness competition in which the teams assembled at

the base gym for volleyball and, later, to run a measured mile. The Southeast Region was victorious in the event.

On the second day, the cadets performed in the Cadet Bowl which measures their knowledge in aerospace education subjects, the leadership laboratory, the history and philosophy of Civil Air Patrol, and aerospace events. The Georgia team earned

(See CADET, Page 2)

Announcement

Plans For National Board Meeting Change

At the time we went to press, a firm decision had not been reached concerning a possible shift in date and site for the 1978 National Board meeting. Salt Lake City was the original site selected and the dates of Oct. 6-7-8 had been agreed on. Now there exists the strong possibility that the Board will meet in Phoenix, Ariz., in September. A firm decision will be made in the next few days and both the site and the dates will appear in the next issue of Civil Air Patrol News.

Six Saves Added To Total For 1977

MAXWELL AFB, Ala. — Civil Air Patrol's 1977 record of lives saved reached 53 for the year with the addition of six names during the month of December.

This is the second highest number of lives saved in any one year in the past decade. The highest — 57 — was recorded in 1975. This is believed to be a record for any one year in number of persons whose lives were saved by Civil Air Patrol through its emergency service activities, but no one knows for sure since there are no comparable records for CAP's earlier years.

Civil Air Patrol was engaged in more missions in 1977 than in 1976 (892 for 1977 as compared to 817 for 1976) but flew a slightly fewer number of sorties.

However, flying hours for 1977 were 15,966 a decrease from 1976 when there were 17,604. In effect, therefore, the organization accomplished more while flying fewer hours.

The number of "finds" (search objectives located) in 1977 was 446, exceeding by 51 the number recorded in 1976 which was considered a record at that time.

Colorado outstripped all other wings in lives saved with a total of 15. Nine of these were accomplished early in 1977 during and following a blizzard when CAP rescue crews were active all over the state. Alaska was second with 10 lives saved.

Alaska flew the most missions — 100 — with California second with 86. California, however, flew more sorties and put in more flying hours than any other wing. Its record was 1,950 sorties

(See SAVES, Page 2)

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NEW AIRCRAFT — These four Cessna Hawk XP and Hawk XP II aircraft, still so new they do not bear CAP markings, were delivered in early December to the Northeast, Middle East and Southeast Regions during the fourth quarter meeting of Civil Air Patrol's National Executive Committee. Participating in the delivery ceremony are, from left, Brig. Gen. Thomas C. Casaday, CAP national commander; Col. Louisa

Morse, Middle East Region commander; Col. A.A. Milano, Northeast Region commander; Col. Lee H. McCormack, Southeast Region commander; and Air Force Brig. Gen. Paul E. Gardner, CAP executive director. The planes, all completely equipped for navigation under instrument flight rules, were distributed to the three regions under CAP's Aircraft Modernization Program. Under the program, older aircraft

which are uneconomical to maintain and fly are turned in and sold. The money is used to purchase new or late-model planes more suitable for CAP's missions. During the past year, 32 new or late-model planes were bought and distributed under this program. Twenty-six Department of Defense excess aircraft were also distributed to CAP regions under the same program.

Saves Reach 53 In December

(Continued From Page 1)
and 3,327 hours flying time. Alaska came in second with 856 sorties and 2,130.5 hours flying time.

Alaska was credited with 39 "finds" for the year while California again edged the 51st state with 42.

At least two of the lives saved during the year were attributed to the use of ELTs (emergency locator transmitters). Other

"saves" included airlift of badly needed human blood or blood products and ground searches for missing persons. The majority of the "saves," however, were the result of aerial search missions.

The final six "saves" during 1977 occurred in Tennessee, Alaska, Texas and Georgia.

Two persons, a 10-year-old boy and an eight-year-old girl, were rescued from a crashed plane in Tennessee in early December.

They were passengers aboard a light plane piloted by their father which was en route from Blairsville, Ga., to Detroit. It crashed southeast of Knoxville, Tenn. A CAP pilot from the Tennessee Wing was credited with spotting the wreckage.

Two more saves were recorded in Alaska on Dec. 6 when two men were rescued after having crashed in a light plane approximately 100 miles north of Anchorage. The two men were flying on a low-level wolf hunt at the time of the accident. A CAP search crew spotted the wreckage of the plane but the two occupants were not at the scene.

An Army helicopter and the CAP crew jointly spotted the two men some three miles from the crash scene and shared credit with saving their lives. The two were attempting to walk out to civilization but had become disoriented and were heading in the wrong direction.

The Texas Wing was also credited in December with saving the life of a three-year-old girl who was the sole survivor of the crash of a single-engine plane in rugged hill country. Her parents and brother were killed in the crash and she was found only after a search lasting two days.

The final save of 1977 occurred in the Georgia Wing in late December. The survivor was one of two persons aboard a light aircraft engaged in pipeline patrol. The crash occurred near Macon, Ga., and CAP entered the search when the plane was reported overdue. The Civil Air Patrol search team homed in on an ELT (emergency locator transmitter) signal and directed an Army helicopter to the scene.

A save was belatedly credited to the West Virginia Wing also for their participation in a disaster relief mission earlier in the year, bringing the year's total to 53.

Cadet Competition Held At Maxwell

(Continued From Page 1)

top honors in the written test and the Ohio team finished first in the panel quiz.

The Southwest Region's Arizona team earned a special Sportsmanship Trophy.

The annual competition concluded with an awards presentation ceremony and banquet followed by a cadet dance at the Maxwell Officers Open Mess.

Brig. Gen. Thomas C. Casaday, national commander, and Air Force Brig. Gen. Paul E. Gardner, executive director, offered congratulations to

all teams for their excellent efforts and alternated in presenting awards to the winners.

Other teams taking part in the annual event and the regions they represented were: Idaho — Rocky Mountain Region; Massachusetts — Northeast Region; Nebraska — North Central Region; North Carolina — Middle East Region; and Oregon — Pacific Region.

Complete scores in the various categories of the competition are given in a table on Page 2.

1977 National Cadet Competition

Region/ Wing	Physical Fitness			College Bowl			Drill			Sweepstakes	
	Run	Volley- Ball	Total	Written	Panel Quiz	Total	Inspection	Standard	Innovative	Cadet Captain	Total
SER/ Georgia	160	160	320	218.4	41.4	259.8	64	68.5	68	74	274.5
GLR/ Ohio	160	60	220	182.5	80	262.5	65.5	72.5	75	71	284
NER/ Mass.	160	140	300	153.4	17.7	171.1	59.5	55.5	62	73	250
SWR/ Arizona	160	110	270	159.7	7.9	167.6	63.5	67	68	76	274.5
MER/ N. Car.	160	60	220	192.7	59.3	252.0	53.5	57.5	60	68	239
PAC/ Oregon	160	110	270	155.1	11.8	166.9	42.5	57	59	68	226.5
NCR/ Nebraska	160	60	220	157	29.6	186.6	59	57	57	71	244
IRW/ Idaho	160	60	220	144.9	20.7	165.6	56	59.5	52	58	205.5

*1st Place
**2nd Place (NOTE: Co-Runners-Up in Drill)

CAP Sponsors Aerospace Education Congress

MAXWELL AFB, Ala.—The 1978 National Congress on Aerospace Education, sponsored by the Civil Air Patrol, the Federal Aviation Administration and the National Aeronautics and Space Administration, will be held in Dallas, Tex., April 6, 7, and 8, 1978.

Registration for the Congress itself should be made by using the congress coupon at right and sending it to CAP's National Headquarters. The registration fee of \$35 (if received prior to March 1 and \$40 after that date) includes admission to all the official sessions, field trip transportation and box lunch as well as entertainment and dancing at the opening socializer.

It does not include meals, sleeping accommodations or transportation to the Dallas Hilton Hotel where the congress will take place.

Hotel reservations may be made by using the hotel coupon at right and sending it directly to the Dallas Hilton Hotel. The rates quoted are special rates applying to persons attending the congress.

The hotel charge is \$26 for single occupancy, \$34 for double and \$41 for triple occupancy.

Arrival and registration will take place April 1. The opening session, keynote address, mini sessions, and socializer are

scheduled for April 6. Sessions will continue April 7, with a trip

to the American Airlines Flight Academy. The Heritage Segment, Hall of Honor and closing session is set for April 9.

An additional Mini Congress for 500 selected educators from the Dallas-Fort Worth area has been scheduled for April 7.

Professor George Walter of Lawrence University will deliver the keynote address. Paul Garber of the Smithsonian Institution will lead the Heritage Segment. Harold Pluimer will speak on "The Cutting Edge of Change" at the closing session. He is former regional director of aerospace education for CAP and now a freelance writer and speaker. Dr. Myron S. Malkin will speak on "The Space Shuttle."

The city of Dallas in northeastern Texas is the financial and commercial hub of the southwest. It is the home of the annual Texas State Fair, the Cotton Bowl football stadium and the Dallas Cowboys.

Dallas is the cultural center of the state. It has its own Civic Opera, Civic Chorus, the Dallas Theater Center as well as numerous museums.

It is a leading tourist and convention center and the city has a role as a merchandise distribution center.

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TO SAVE A LIFE—1st Lt. Lynn Arends, an Air Force nurse, left, teaches Cadet Terry Parker the methods of cardiopulmonary resuscitation during a recent bivouac of cadet and senior members of the Merced County Comp. Sq. 147 (California Wing). She was one of four nurses from the hospital at Castle AFB, Calif., to attend the bivouac. (USAF Photo by AIC Chuck McDonald).

Texas CAP Teams With Coast Guard

CARROLLTON, Tex.—Relations between the U.S. Coast Guard Auxiliary and the Civil Air Patrol took a giant step forward in north Texas recently, according to Capt. Gilbert Taylor, Texas Wing information officer.

The improvement in relations came about as a result of a demonstration put on by the Grayson County Search and Rescue Sq. and Group 4 personnel, showing how CAP can assist the Coast Guard Auxiliary in its patrol duties.

Before the demonstration, there had been little dialogue between north Texas CAP units and the Coast Guard despite the many large lakes in the area, Taylor said.

The CAP demonstration was incorporated into a larger show put on by the Coast Guard Auxiliary on Lake Texoma on the Texas-Oklahoma border last year.

"The combined show enabled CAP to gain significant exposure to the general public, as well as to Coast Guard Auxiliary

members," said Taylor.

The demonstration showed how CAP, using light aircraft, could effectively aid in patrolling the lake area. A simulated sinking boat was found by a low-flying CAP patrol plane. It circled the "victims" and dropped a message saying help was on the way. The plane then flew to a Coast Guard boat and led it to the victims.

The Coast Guard boat had been in a remote area which was out of sight of the incident until the CAP patrol plane came to lead it to the scene.

A later flight in a CAP aircraft over the huge lake showed a Coast Guard officer very graphically how the CAP could help the Coast Guard patrol the lake faster and more efficiently than with boats alone, stated Taylor.

Although no cooperative agreement has been proposed, both CAP and the Coast Guard Auxiliary learned a tremendous amount about each other's operations which will provide an excellent foundation for future cooperation, he added.

CB Club Gives Illinois Squadron Flag For Cadets

MONEE, Ill.—Members of the Peotone Cadet Sq. (Illinois Wing) were guests at a recent meeting of the K.W. CB Club of Manteno, Ill., during which the club presented the CAP unit with a squadron flag and a certificate for appreciation.

The squadron assisted the club earlier in the year with a coffee break held at the Peotone American Legion Post. The cadets assisted by keeping an eye on the radio equipment for the club while they held their annual coffee break event.

The radio club heard about the squadron from the Illinois Drive-Alert program in which the squadron had participated for the last two years.

The cadets had walkie-talkie radios and were spread out in the Peotone area and were to report any suspicious persons tampering with the cars or radios, and the club would take it from there.

Although there were no incidents, the CB club was impressed with the cadets and wanted to do something for the squadron, by way of equipment or a cash donation. They were told that the cadets wanted a squadron flag but couldn't afford it, and that they would take a donation toward the cost of the flag.

The club purchased the flag, including staff and eagle device, to match an American flag which had been previously donated to the squadron by other people.



SQUADRON FLAG—Roger Latz (left), president of the K.W. CB Club of Manteno, Ill., and Randy Cox, vice president, present the Peotone Cadet Sq. with a squadron flag. It is accepted by 1st Lt. Patricia Marion, commander, and Cadet James Tierney, cadet commander.

S MILLIN JACKS

AERO-ASTRO ANSWERS

MISS SUPERSONIC SUE, YOU SAY THAT PLANE GOT NO PILOT?

63

VAROOM

CLIP FOR REFERENCE

NEXT:

WHAT AMAZING FEAT DID "WRONG-WAY DOUG" PULL IN AN OLD REBUILT PLANE IN 1938?

ASKED BY LOUISE LEVIN-DENVER, COLO.

NO, FAT STUFF, THAT WAS ONE OF AMERICA'S FIRST PILOTLESS BOMBERS, A MARTIN MATADOR B-61.

IT WAS LAUNCHED BY A 1,000 LB. ROCKET WHICH DROPPED OFF WHEN EXPENDED AND THEN A JET ENGINE TOOK IT TO ITS DESTINATION!

THE REMOTE CONTROLLED MATADORS WERE LAUNCHED FROM NEAR COCOA, FLA. AND TESTED OVER-WATER IN THE EARLY FIFTIES!

THEY WERE TRACKED BY RADAR STATIONS!

ZACK MOSLEY

(Courtesy of Zack Mosley and Chicago Tribune-N.Y. News Syndicate)

Executive Director's Comments

Logistics Support For CAP

By BRIG. GEN. PAUL E. GARDNER, USAF
Executive Director, CAP

As I become better acquainted with my new positions as commander, Headquarters, Civil Air Patrol-United States Air Force, and executive director of Civil Air Patrol, I see there are many more aspects to the job than just a concern for the three primary missions of search and rescue-disaster assistance, senior and cadet training, and aerospace education. I am confident that each of these essential mission areas, as well as support areas, is well-supervised, at the national level, by a senior Air Force field grade military or Civil Service officer, one who is specifically responsible for accomplishing the tasks and duties in his/her area as directed by the Air Force.

However, as commander of Headquarters CAP-USAF and executive director of Civil Air Patrol, I know that I am ultimately responsible for insuring that all tasks are carried out properly. So, this month, I want to discuss briefly one aspect — Air Force logistical support of Civil Air Patrol, and the findings during my review of this important CAP-USAF



and liaison office function.

The record shows that the basis for Air Force logistical support for Civil Air Patrol is Public Law 557, Title 10, U.S. Code 9441. This law authorizes the Department of Defense, through its executive agent, the United States Air Force, to provide limited logistical support for the Air Force's auxiliary, Civil Air Patrol.

This law authorizes the Air Force to screen and transfer to Civil Air Patrol regions and wings excess DOD personal property that is required to support Civil Air Patrol missions. The law also authorizes the Air Force to arrange for CAP units to use excess DOD real property and facilities on a non-interference basis with the mission of active-duty forces on the DOD base where the excess facilities are located.

The law prohibits the use of federally appropriated funds for logistical support of Civil Air Patrol. Even without the authority to expend federally appropriated funds on Civil Air Patrol logistical support, the Air Force is providing a level of support that would otherwise be unattainable by Civil Air Patrol and its approximately 1,926 units nationwide. The volume of excess DOD property transferred to Civil Air Patrol units in terms of acquisition cost to DOD is staggering.

Taking into consideration the general condition and age of

the equipment, the Air Force places a dollar value of 20 percent of original acquisition cost on the excess DOD property transferred to Civil Air Patrol. Twenty percent of equipment costing \$10 million equals \$2 million actual value. And this is approximately what the U.S. Air Force, U.S. Army and U.S. Navy contribute annually to support of Civil Air Patrol through excess property transfers.

When divided by 52 wings, this equals approximately \$38,000 for each wing, with a lesser amount for each of the eight region headquarters.

One of my highest priorities will be to improve the control of excess DOD and corporate-purchased property through mechanization of annual inventories and the issue of DOD excesses to the corporation. If we do not properly control the flow, issues, and dispositions of this property, we could jeopardize our continuing authority to received excess DOD assets on any kind of a priority basis.

With the reduction of Civil Air Patrol paperwork as a second priority, I am highly interested in the data automation of every task possible in the logistical support area. We have successfully automated the S-1 and S-2 reports (aircraft inventory and vehicle inventory, respectively), and I see no reason why we cannot do the same for ongoing supply transactions between the Defense

Property Disposal Service, CAP-USAF, and Civil Air Patrol units, which would result in an accurate and effective annual machine-run wing inventory. We hope to have a program staffed and approved to accomplish this automation before the conclusion of calendar year 1978.

Other ongoing logistics programs, designed to increase Civil Air Patrol's mission capability and in which the Air Force is assisting, are the Civil Air Patrol Aircraft Modernization Program (the continuing acquisition and conversion of excess DOD aircraft for issue to CAP units), the search for suitable replacement automotive vehicles for CAP, and the acquisition of portable buildings or house trailers for CAP units which have no facilities in which to conduct business or hold meetings.

We are indirectly involved in the upgrading and automation of the Civil Air Patrol Supply Depot at Amarillo, Tex., in an effort to improve the support which this facility is capable of providing CAP units in the field.

I will continue to pursue every legal avenue to insure effective logistical support for Civil Air Patrol units nationwide. I need every Civil Air Patrol member's assistance and cooperation if I am to be successful in the logistical programs I have discussed here.



For the benefit of all members of Civil Air Patrol, the statistics of search and rescue activities throughout the organization are shown below.

These are unofficial figures compiled by Directorate of Operations at CAP National Headquarters.

As of Jan. 8, 1978

Number of Missions	17
Number of Aircraft	92
Number of Sorties	122
Flying Hours	436.4
Personnel	733
Saves	0
Finds	2

Call For Help Leads To 'Pot' Find

By LT. COL. C.S. MEAD
Daytona Beach Comp. Sq.

DAYTONA BEACH, Fla.—Second Lt. Haakon Weise of the Daytona Beach Comp. Sq. (Florida Wing) had an important date to take a written exam at Craig Airport Dec. 1.

He was flying along the beach as a navigational aid and to enjoy the scenery when he saw an old Navy landing craft beached on the sand.

Realizing that the vessel was too far aground to free itself under its own power, Weise broadcast a call to "any CAP station" and received a replay from Lt. Col. Clayton Miller, communications officer of the Deland Comp. Sq.

Weise explained the vessel's situation to Miller who alerted Civil Defense authorities in Flagler County, who in turn called the Flagler County sheriff.

Personnel from the sheriff's of-

fice soon reached the scene following the coordinates Weise had given. They found the ship high and dry and a pick-up truck hub-deep in the soft sand, but no people. Weise says he must have scared them away by circling at 500 feet while deciding what to do.

The sheriff's deputies also found about 1,000 pounds of high-grade marijuana aboard the craft. They estimated that the cargo must have weighed more than 50 tons.

They said the craft had been on the beach for about 48 hours before Weise radioed the call. It had gone unreported by numerous fishermen who had seen the unloading activity.

"One nude woman on the beach and we get at least 40 calls," the sheriff complained, "but until the

CAP pilot's call we hadn't had a single report of a smuggling operation that had lasted for a couple of days."



CIVIL AIR PATROL NEWS

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Executive Director Brig. Gen. Paul E. Gardner, USAF
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CAP Saves 53 Lives In 1977

Civil Air Patrol was credited with saving the lives of 53 persons during 1977.

Fourteen wings were involved in the lifesaving missions throughout the year. Following are brief descriptions of the rescue missions in which the Civil Air Patrol took part and was credited with saving a life during 1977.

The 1977 lifesaving year started off Jan. 3 when the Mississippi Wing successfully located a downed aircraft, saving three lives. The aircraft had been reported missing on a flight from Dothan, Ala., to Longview, Tex.

The last known position of the aircraft was on final approach inbound to Hawkins Field, Jackson, Miss., in freezing rain.

After being notified by the Air Force Rescue Coordination Center (AFRCC), CAP ground teams located the aircraft in a few minutes.

Using a hand-held direction finder to track the plane's emergency locator transmitter (ELT), they found the crashed aircraft in a corner of the field. The pilot and two passengers were taken to a hospital in Jackson.

Twenty CAP members and 10 ground vehicles participated in the search.

Then two names were added to the saves list in February when an Idaho ground team located two women who were lost in the Couer D'Alene National Forest.

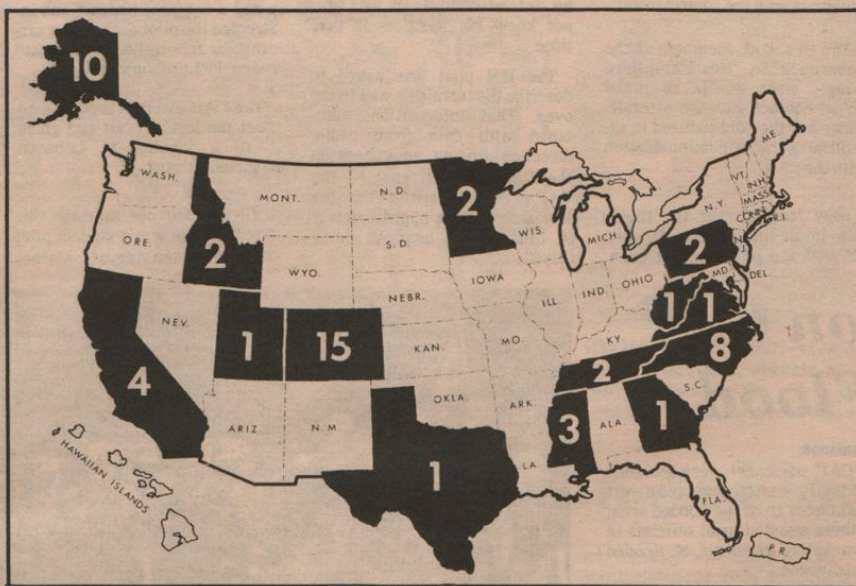
The two had become stranded when their car broke down. After spending two nights in a cabin, they decided to walk out. The ground team found them as they were walking in the bitter cold away from the nearest town and would not have made it to any house or town before nightfall.

Also in February, the Colorado Wing was credited with saving a life when CAP members airlifted blood for a 53-year-old hospital patient suffering internal bleeding. The blood was flown from a Denver blood bank to state Highway Patrol personnel, waiting at an Air National Guard base. The Highway Patrol delivered it to the hospital.

The North Carolina Wing was credited with saving three lives following the crash of two Marine Corps helicopters 20 miles southeast of Asheville, N.C. CAP ground teams located the crashed helicopters and rescued the three surviving passengers.

As a result of one of the worst blizzards in recent history striking Colorado, that state's wing recorded nine saves. The saves occurred during CAP assistance throughout the storm. Stranded motorists were helped; medicine was taken in patients; doctors and nurses were transported to work and searches were conducted for missing persons.

The Alaska Wing was credited with four saves when a CAP crew located a crashed plane and picked up the passengers.



Black areas and numbers indicate the wings having saves in 1977 and the number of saves for each wing.

The plane crashed on a flight between McGrath and Anchorage, Alaska. It had sent out a Mayday call. An Air Force HC-130 conducted an unsuccessful electronic search.

Then in April, the Virginia Wing located a 77-year-old hospital patient who was missing from a Roanoke hospital. A ground team located him in rugged terrain four miles from the hospital. He was suffering from cuts and abrasions and was in need of medication.

The Alaska Wing rescued two fishermen who were stranded on a lake north of Fairbanks in April. Their crashed aircraft was located and the men picked up.

The saves were credited because of the remoteness of the area and the 20-degree-below zero temperature. Alaska CAP planes covered more than 1,500 square miles during the mission.

Another Alaska rescue occurred in April when a fisherman became stranded on an island in the Lynn canal north of Juneau. The man had no survival equipment. CAP personnel located him in just one hour after they received the emergency call notifying them that the man was missing.

The California Wing made two rescues in May when a light aircraft disappeared while on a visual flight rules (VFR) flight from Westover to South Lake Tahoe, Calif. The wing was alerted after telephone and field checks for the plane failed to locate it.

The intense search succeeded after two days when the pilot was spotted on foot about a mile from the crash site. An Air Force helicopter hoisted the pilot up and took him to a hospital. A CAP ground crew rescued the passenger and delivered him to a hospital also.

CAP shared the two saves with the Air Force. During the search 30 CAP aircraft flew 94 sorties in 129.4 hours of flight time and covered 2,000 square miles.

Pennsylvania recorded a save in June when a missing 27-year-old mental hospital outpatient was located by a CAP search team. The man had been evading searchers and was reported in a coma when found. The CAP crew delivered him to a hospital.

Five lost horseback riders were found by Colorado Wing CAP search teams near Roosevelt Lake within three

hours of receiving notification. Medicine was delivered to one of the riders and a guide was dropped off to lead them to safety. The saves were shared with the Army's 4th Aviation Battalion, which assisted in the rescue.

The Pennsylvania Wing also located a man in need of medication who was missing from his home for 10 hours in June. He was carried to his home where a doctor treated him. Officials said he would have died had he gone another hour without the medicine.

Minnesota scored two saves in the growing list when a mother and daughter from Wildwood Bay, Minn., became lost while exploring outlying areas of that resort location.

Thirty minutes after being notified the Minnesota Wing had three aircraft in the air. The mother and daughter were spotted 15 minutes later in a swamp southwest of the resort. The local sheriff's department used an all-terrain vehicle to return them to the town.

CAP located an Alaska hunter who failed to return from a hunting trip to Bethel in October.

Alaska State Troopers requested CAP aid in finding the man. He was found within two hours and a helicopter airlifted him to a hospital.

Two persons were rescued in California after their light plane had crashed on a flight from Calistoga to El Monte. The aircraft was located within 20 minutes after the search began.

The survivors could not be taken out until the next morning due to the onset of darkness. Men from the county sheriff's office stayed all night with the people and provided medical attention. The next day the survivors were airlifted to a hospital by a Coast Guard helicopter.

The North Carolina Wing recorded five lives saved in early November. CAP was called to look for a light aircraft which had crashed on a flight from Bowen Point, N.C., to Wilmington, N.C. They located it in the vicinity of Shallotte, N.C., and a ground rescue team was dispatched.

When the team arrived the pilot was in critical condition and the passenger had been killed in the crash. The pilot was driven to a local hospital for treatment.

The four other lives were saved when North Carolina CAP personnel participated in flood relief in Buncombe County. A CAP aircrew spotted four people who had been stranded on a car in a flooded area. The aircrew directed a rescue boat to them.

The Utah Wing was credited with saving the life of a hospital patient through an emergency airlift of a blood anti-coagulant. Hospital officials at Grand Junction County notified CAP that the anti-coagulant was urgently needed for a hemophiliac patient.

A CAP aircraft was launched in minutes and it transported the anti-coagulant from Salt Lake City to the hospital in Grand Junction County.

The year finished up with six saves in December.

Additionally the West Virginia Wing made one save during a disaster relief mission.

Two saves occurred when a Tennessee Wing pilot spotted the wreckage of a plane southeast of Knoxville. There were two surviving passengers, a 10-year-old boy and an eight-year-old girl.

The Alaska Wing recorded two saves when two men were rescued after a plane crash north of Anchorage. They were found a few miles from the crash while attempting to walk out. The saves were shared with an Army helicopter team.

One life was saved by the Texas Wing when it rescued a three-year-old girl who survived the crash of a plane in which her parents and brother were killed. The search for her lasted two days.

Civil Air Patrol Search And Rescue Statistics—1977

WING	MISSIONS	SORTIES	HOURS	SAVES	FINDS	WING	MISSIONS	SORTIES	HOURS	SAVES	FINDS
Alabama	11	82	187.9	0	6	National Capital	2	4	7.5	0	0
Alaska	100	856	2130.5	10	39	Nebraska	6	7	12.5	0	1
Arizona	27	407	775.0	0	14	Nevada	17	92	203.5	0	4
Arkansas	23	113	202.8	0	2	New Hampshire	4	30	41.7	0	0
California	86	1,950	3,227.0	4	42	New Jersey	6	12	13.5	0	4
Colorado	52	812	1,478.4	15	17	New Mexico	26	505	904.4	0	10
Connecticut	0	0	0	0	0	New York	12	103	150.9	0	5
Delaware	0	0	0	0	0	North Carolina	21	62	134.6	8	11
Florida	34	326	428.3	0	17	North Dakota	5	22	37.8	0	3
Georgia	16	34	58.4	1	9	Ohio	24	130	288.4	0	11
Hawaii	5	19	50.6	0	2	Oklahoma	15	139	271.6	0	2
Idaho	15	47	85.1	2	3	Oregon	15	79	148.6	0	3
Illinois	18	82	163.2	0	11*	Pennsylvania	29	41	75.1	2	14
Indiana	18	96	174	0	12*	Puerto Rico	2	10	17.7	0	0
Iowa	10	18	30.8	0	5	Rhode Island	0	0	0	0	0
Kansas	14	55	105	0	6	South Carolina	9	124	165.5	0	1
Kentucky	17	96	207.6	0	11	South Dakota	8	36	71	0	4
Louisiana	17	35	75.5	0	10	Tennessee	12	30	40.9	2	8
Maine	9	52	112.2	0	5	Texas	32	305	753.8	1	21
Maryland	7	25	48.1	0	6	Utah	22	206	418.7	1	6
Massachusetts	5	20	38	0	2	Vermont	1	33	64.2	0	1
Michigan	22	596	753.3	0	15	Virginia	20	69	109.2	1	10
Minnesota	15	41	116.6	2	7	Washington	9	8	12.3	0	4
Mississippi	19	70	152.2	3	12	West Virginia	9	83	162.6	1	4
Missouri	19	41	71.6	0	13	Wisconsin	15	82	174.6	0	37
Montana	5	45	105.2	0	3	Wyoming	9	290	639.6	0	2
						TOTAL	892	6,418	15,966.0	53	446

* One find shared by two wings.

CAP Aircrew Guides Lost Airman To Safety

LEBANON, N.H.—A CAP aircrew recently helped avert a possible tragedy by guiding a lost airman to a safe landing at New Hampshire's Lebanon Regional Airport.

The crew, consisting of CAP Capt. Stephen L. DenHartog, pilot, and Clifford S. Henderson, observer, was engaged in a routine training flight when FAA officials at the airport asked them to search for a light plane

trying unsuccessfully to communicate with the control tower.

The two, both members of the Lebanon Sr. Sq. (New Hampshire Wing), were unable to make visual contact with the aircraft. However, they did succeed in establishing radio communication with the pilot.

They learned that the flight was in no immediate danger, but that the pilot had not been

able to find the airport where he intended to land and did not know his location at that time.

The lost pilot was asked to describe the terrain he was flying over. That information, combined with data from radio-direction finding equipment in the CAP aircraft, enabled the CAP crew to determine that the lost aircraft was approximately 50 miles away near Vermont City.

Henderson and DenHartog computed a compass heading and instructed the pilot of the other aircraft to follow that heading to reach the Lebanon vicinity.

The CAP aircrew then flew to meet the lost aircraft and guide it to a landing at Lebanon Regional Airport.

They found out that the disoriented pilot was a student pilot on a flight from Augusta, Maine,

to Beverly, Mass., with an intended stop at Lebanon.

Henderson, a veteran member of the Lebanon police force, is commander of the Lebanon Sr. Sq.

DenHartog, the unit's emergency services officer, is a geologist with the U.S. Army Cold Regions Research and Engineering Laboratories in Hanover, N.H.

Washington CAP Helps In Flood

KELSO, Wash.—When drenching rains twice caused the Cowlitz River to rise in December, threatening cities in southwestern Washington, members of the Cowlitz County Comp. Sq. went into action both times.

The rampaging waters of the Cowlitz River neared flood stage at both Castle Rock and Kelso, Wash., and mud and water covered the downtown streets of Kalama and Kensington.

The squadron commander, 1st Lt. Basil D. Bena, set up the emergency operations center at the Cowlitz County Hall of Justice. The center coordinated the combined efforts of the Sheriff's Department and the Department of Emergency Services.

CAP members were recalled by telephone and by announcements on the local radio

stations.

CAP personnel were assigned as traffic control teams to divert sightseers from the flooded area. Others assisted local officials in evacuating residents of flooded subdivisions.

Squadron cadets volunteered to provide coffee, sandwiches and doughnuts to people filling sandbags. The cadets also helped in the sandbagging effort.

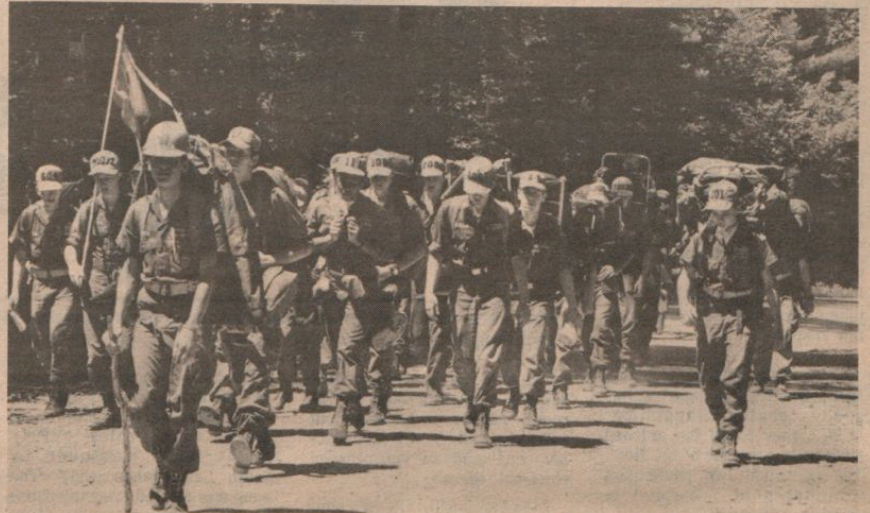
Also in December, squadron members took part in a search for a two-year-old boy who had wandered away from his grandparents' home in 20 degree weather. They joined 48 other CAP personnel in the search. The boy was found the next day by an Army helicopter. He was accompanied by his relatives two dogs.

He was found two miles from where he was last seen.

—(From Tailspin, Cowlitz County Comp. newsletter, January 1978.)



HERO BOOK—Lt. Col. Jose Pares, right, Spanish Air Force liaison officer to the Spanish Civil Air Patrol, receives a copy of the book "Hero Next Door," which tells the story of the United States CAP, from CAP goodwill ambassador, Capt. Hugh Monaghan from the Northeast Region staff. Monaghan is chairman of Export American Friendship, an international goodwill program. The presentation to Pares was arranged by the assistant air attache at the U.S. Embassy in Madrid, Spain.



NEAT SCHOOLS—Students at a CAP-sponsored National Emergency Assistance Training School march out on a cross-country trek as part of the training. Four such one-week schools are planned for the summer of 1978—in Puerto Rico, Washington, Iowa and Pennsylvania. The course provides training in leadership, survival, and land search and rescue techniques. (Photo by T.E. Jensen)

National Emergency Assistance Schools Planned In Four Areas

PHILADELPHIA, Pa.—The National Emergency Assistance Training (NEAT) Schools offer a challenge to all persons in the Civil Air Patrol, according to Lt. Col. John McNabb of the Pennsylvania Wing's Ranger Section, who is coordinating this year's training.

The NEAT schools offer four a courses of approximately one-week length each at various training sites around the country.

The courses test and develop abilities that are perhaps unknown to the participant, says McNabb.

The curriculum includes rigorous training in leadership, survival and land search and

rescue techniques to prepare the students to function effectively as members of CAP land search and rescue teams.

The schools for 1978 will be as follows:

PUERTO RICO: June 3-11, commanded by Lt. Col. Bartolo Ortiz. Basic and advanced courses offered.

WASHINGTON: June 17-25, located near Tacoma, Wash. Commanded by Lt. Col. Charles Young, courses offered include basic, advanced cadet leadership, senior command and leadership.

IOWA: June 17-30, located in Ottumwa and commanded by Col. William Cass. Basic and advanced courses offered.

PENNSYLVANIA: July 8-16, located at Hawk Mountain. It is commanded by McNabb. Courses offered include basic, advanced, expert, field medical, cadet staff, senior command and leadership.

The Iowa and Washington schools will supply food for all students and this will be reflected in higher school fees. Students attending the Puerto Rico and Pennsylvania schools will be required to bring their own food for the entire duration of the course.

Further information on the NEAT schools will be mailed to persons filling out and sending the coupon below to Lt. Col. John McNabb.

To: Lt. Col. John McNabb, CAP
526 Acorn Street
Philadelphia, Pa. 19128

I am interested in attending the 1978 NEAT in _____. Please send me the necessary forms and full details and information for the school.

Name _____ Rank _____

Squadron _____

Address _____ City _____ State _____ Zip _____



PLAQUE PRESENTED—Members of the Red Oak Optimist Comp. Sq. (Iowa Wing) recently made a special presentation to the Red Oak Morning Optimist Club in Appreciation of the club's 10-year sponsorship of the squadron. Optimist president Bob Ruleman, center left, accepts the plaque from Capt. James L. Black, deputy commander of the squadron, as Col. C.O. Betsinger, Optimist and founder and past commander of the squadron, and Don Maher, Optimist member, look on.

CAP Searches For Survivors Of California Airplane Crash

SANDIEGO, Calif.—The life of a 10-year-old girl was saved recently when a county sheriff's helicopter, in coordination with a CAP search, found the wreckage of a light plane in late December.

San Diego County Group 3 (California Wing) conducted the search for a Cessna 182 originally from Boulder, Colo. On board were H. Eugene McCaffrey, 56, his wife, Rachel 55, of Boulder and their granddaughter Michel Robson, 10, of Fort Collins. They planned a trip to Ensenada, Mexico, after flying to San Diego.

The aircraft was overdue on a flight from Prescott, Ariz., to San Diego. The last known contact was with Blythe Flight Service reported over the Parker VOR for a weather check. The entire area had rain storms for a week.

The weather precluded an air search; however, 11 ground team sorties were completed. The ground teams monitored directional finding equipment for emergency locator transmitter signals.

By coordinating with the San Diego County Sheriff's Depart-

ment, CAP personnel were able to narrow the search to an area with an 11-mile diameter. Then the Sheriff's Aero Squadron helicopter was able to go in under the weather to make the sighting, and rescue the surviving passenger, the 10-year-old girl, who had a broken jaw.

The wreckage was located on El Capitan Mountain, 11 miles east of San Diego. Members of 20 southern California CAP units took part in the search.

Wings Hold First Combined Exercise

McCHORD AFB, Wash. — The Washington and Oregon Wings of the Civil Air Patrol recently held their first joint exercise.

Base of operations was set up at "The Dallesport" on the Washington side of the Columbia River near The Dalles, Ore. Maj. Howard Hurley of Washington's Paine Field Comp. Sq. was the overall mission coordinator, assisted by Maj. Macseen Zimmerman, commander of The Dalles Comp. Sq. (Oregon Wing).

It was a Friday afternoon when the simulated call came in, "Plane down somewhere, between Ephrata, Wash., and Bend, Ore." CAP planes and flight crews began arriving by early evening. Cadets manned the flightline and guided in and parked the aircraft. Oregon sent a truck with a high-gain antenna and Washington set up a repeater station on a nearby peak.

The first briefing was at 8 a.m. the next morning.

For the first time in the wings history, a mission data officer was assigned. He was 2nd Lt. Richard Killingsworth of the

Cowlitz Comp. Sq. (Washington Wing). His primary duty was to provide the mission coordinator with data on the missing pilot and aircraft and to update operations as leads came in.

Operations were set up in an old hangar, which still contained the mangled remains of a Piper Tri-Pacer which had nosed over on the runway several weeks earlier. It was a grim reminder that, although this was only a practice exercise, there was a deadly serious purpose behind it.

A weather observation plane was dispatched. It radioed back information on the weather from which a search method was chosen.

During the mission, another simulated call came in for another missing aircraft in southwest Washington. At noon an emergency locator transmitter (ELT) signal was heard and Oregon took over the ELT search in the south. Washington started a search for the other aircraft. By 6 p.m. both simulated crash sites had been located.

Dancers Give Aid To Accident Victims

SOUTHFIELD, Mich.— While returning from a recent Michigan Wing dance, a group of cadets from the Troy Cadet Sq. encountered an automobile accident.

The cadets, in a van driven by Cadet Glenn E. Overby, noticed that traffic was stopped and that people were gathered around the body of a person on the pavement. He stopped the van and four of the cadets jumped out to see if their help was needed.

Cadets Sherry Dorothy and Pamela Overby started to give first aid and administer anti-shock measures, which none of the spectators had thought of doing, to the victims, who were very uncomfortable due to the cold temperature.

Cadets Robert Tabb and John Keehn directed the rapidly growing traffic jam around the accident scene and assisted in getting people across the open road lanes on the side.

The cadets continued working until the emergency medical team and the police arrived and took over. Witnesses of their actions made many favorable comments about the cadets' knowledge and alertness.

This action on the part of the cadets indicates the alertness and knowledge developed by their CAP training which made them responsive to the needs of the community whenever they may arise, said Lt. Col. R.V. Munguia of the Michigan Wing staff.



CADET CHARTER—The Kalamazoo Valley Cadet Sq. (Michigan Wing) recently received its charter at an open house it held. Lt. Col. William Monica, left, presents the mander, as Francis Hamilton, mayor of Kalamazoo looks on.



ASSISTANCE TO CAP—Maj. John L. Williams, right, a member of the Pennsylvania Air National Guard, holds a Certificate of Appreciation, recognizing years of assistance to CAP during encampments and training seminars. It was presented to him by Lt. Col. Andrew Skiba, left, Pennsylvania Wing commander. Col. Skiba also presented a certificate to Col. Joseph J. Scott, center, garrison commander at Ft. Indiantown Gap, Pa., recognizing the facility for support to CAP.

1978 Senior Member Activities

Activities

Who

When/Where

How

1. CAP NATIONAL STAFF COLLEGE: The objective of this graduate-level course is to develop CAP commanders and staff officers to serve at wing and region levels. The curriculum is organized around lectures by faculty members of the USAF Air University Professional Military Education Program, seminars led by experienced CAP officers, and presentations by nationally recognized guest speakers. The curriculum covers such topics as leadership and management theory and practice, and communication skills. Lectures on such topics as the international political climate and USAF budgetary considerations are included. A command seminar will address the leadership/management needs of present and potential commanders.

1. CAP officers only. Priority given to present and emerging wing and region commanders.

1. June 19-28, 1978. Maxwell AFB Ala. BOQ reserved.

1. Apply through channels on CAPF 17 to CAP National Headquarters/TTN, Bldg. 714, Maxwell AFB, Ala. 36112. (Reference CAPM 50-17) Region commanders approve selections for their regions.

2. EASTERN STAFF COLLEGE: The objective is to develop more effective CAP commanders and staff members by offering a program based upon experience in all aspects of the CAP program. The curriculum includes lectures, seminars, and nationally recognized guest speakers, covering such topics as communicative skills, leadership and management, CAP problem solving, and planning considerations.

2. CAP officers and warrant officers in command or staff positions.

2. July 9-15, 1978. Roanoke College, Roanoke Va.

2. Apply through channels on CAPF 17 to Lt. Col. Barbara Morris, CAP, Director, 10316 Armory Ave, Kensington, Md. 20795.

3. CENTRAL STAFF COLLEGE: The objective is to develop more effective CAP commanders and staff members by offering a program based upon experiences in all aspects of the CAP program. The curriculum includes lectures, seminars, and nationally recognized guest speakers, covering such topics as communicative skills, leadership and management, CAP problem solving, and planning considerations.

3. CAP officers and warrant officers in command or staff positions.

3. June 4-11, 1978. Creighton University, Omaha Neb.

3. Apply through channels on CAPF 17 to Central Staff College, Civil Air Patrol, Box 669, Bellview, Neb. 68005.

4. WESTERN STAFF COLLEGE: The objective is to develop more effective CAP commanders and staff members by offering a program based upon experiences in all aspects of the CAP program. The curriculum includes lectures, seminars, and nationally recognized guest speakers, covering such topics as communicative skills, leadership and management, CAP problem solving, and planning considerations.

4. CAP officers and warrant officers in command or staff positions.

4. June 10-17, 1978. University of Utah, Salt Lake City Utah.

4. Apply through channels on CAP 17 to: Rocky Mountain Region CAP Headquarters, 5483 W. 5100 South, Hooper, Utah 84315, Attn: Lt. Col. Gardner Barlow, CAP.

5. SQUADRON LEADERSHIP SCHOOL: The objective is to prepare senior members for command or staff positions at the squadron level. The curriculum consists of a brief treatment of all functions of squadron staff officers followed by in-depth study of related combinations of technical specialty tracks. A special seminar is conducted for squadron commanders.

5. Senior members who have completed Level I and are enrolled in a Level II technical specialty track.

5. Dates and locations to be announced by wing and region headquarters.

5. Apply through channels on CAPF 17 to wing or region headquarters as appropriate.

6. NATIONAL SEARCH AND RESCUE (SAR) SCHOOL: A one-week course designed to enhance the professionalism of CAP mission coordinators. The curriculum includes all aspects of organization, planning, communications, and operations involving inland search and rescue.

6. Selected CAP mission coordinators and potential mission coordinators actively involved in unit SAR activities.

6. July 23-28, 1978. Location to be announced by CAP National Headquarters.

6. Apply through channels on CAPF 17 to CAP National Headquarters/TTN, Bldg 714, Maxwell AFB Ala. 36112. (Reference CAPM 50-17) Applications must reach this headquarters prior to April 28, 1978.

7. ARRS CAP MISSION COORDINATOR COURSE: A two-day ARRS-conducted course designed for CAP mission coordinators and other CAP SAR personnel. Covers all facets of inland search and rescue.

7. The CAP Region Headquarters determines eligibility.

7. Dates and places to be announced by region headquarters.

7. Apply through channels on CAPF 17 to CAP Region Headquarters. (Reference CAPM 50-17)

8. FLIGHT CLINICS: CAP regions and/or wings have considerable latitude in development of flight clinics. They may be conducted by CAP or external sources. Partial reimbursement is possible in accordance with CAPR 50-11. Clinics include both a ground and flight phase of instruction designed to increase pilot proficiency and safety consciousness.

8. Anyone may attend; however, partial reimbursement and/or WEEP credit is limited to CAP senior members attending as a unit.

8. Various locations within the eight regions. Dates and/or wing locations to be announced by region/wing headquarters.

8. Apply through channels on CAPF 17 to CAP Region or Wing Headquarters or apply directly to FAA or AOPA for their clinics. (Reference CAPM 50-17) DO NOT USE CAPF 17 when applying directly to other organizations.

9. EXTENSION COURSE INSTITUTE (ECI): ECI is the correspondence school of the USAF. Its services are available without cost to CAP members. Two broad areas of study are available: General Military Education and Specialized Courses. Military courses are provided to improve the knowledge of command and leadership. ECI specialized courses are designed to provide training for CAP members in the performance of specialized duty (e.g. communications, aircraft maintenance, etc.)

9. Eligible CAP senior members. (See CAPM 50-17)

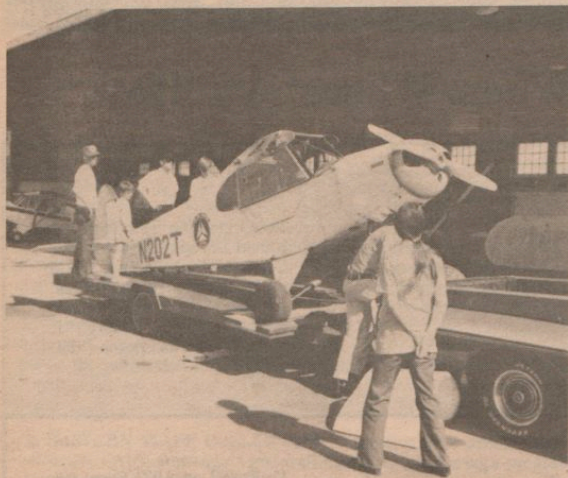
9 Each ECI course consists of one or more volumes. Applicants must enroll for a complete course.

9. As prescribed in CAPM 50-17 for ECI courses, using ECI Form 23. Submit application directly to ECI.

ies Schedule Is Announced

Activities	Who	When/Where	How
<p>10. INDUSTRIAL COLLEGE OF THE ARMED FORCES (ICAF) CORRESPONDENCE SCHOOL: This school directs its educational effort toward support of the national interest through enhancing the knowledge of military and civilian executives who are, or will be, engaged in managing key national security programs.</p>	<p>10. Senior CAP members, majors and above. Completion of a baccalaureate degree and completion of Air Command and Staff College Correspondence Course desired for lieutenant colonels and above and required for majors. No grade waivers authorized, other waiver requests will be considered. Acceptance on an individual bases for all applications by ICAF.</p>	<p>10 Course is titled: National Security Management. A graduate-level correspondence course.</p>	<p>10. Application and inquiries should be addressed to: The Commandant, Industrial College of the Armed Forces, ATTN: Correspondence School, Fort Lesley J. McNair, Washington DC 20319.</p>
<p>1. AIR WAR COLLEGE CORRESPONDENCE PROGRAM: The objective is to conduct an educational program which contributes to the professional development of senior officers. The course areas are factors affecting national security, command and management, military capabilities and strategy, and national security issues.</p>	<p>11. Lieutenant colonels and above; federal civilian employees, GS-13 and above, or majors who have completed Air Command and Staff School (or equivalent level program).</p>	<p>11. Continuous enrollments accepted.</p>	<p>11. Enroll on AWC Form 0-6, obtained by writing AWC/EDA, Maxwell AFB AL 36112 or contacting your nearby Military Education Center.</p>
<p>2. AIR WAR COLLEGE SEMINAR PROGRAM: The objective is to conduct an educational program which contributes to the professional development of senior officers. The course areas are factors affecting national security, command and management, military capabilities and strategy, and national security issues.</p>	<p>12. Lieutenant colonel and above and civilian employees, GS-13 and above.</p>	<p>12. U.S. military bases. Semesters begin in August and January.</p>	<p>12. Enroll at the military base with an established seminar. Contact the Base Education Center for information. AWC Form 0-6 is submitted for application.</p>
<p>3. AIR COMMAND AND STAFF — CORRESPONDENCE: The course is designed to prepare selected officers for command and staff duties and to effectively perform at the intermediate command and staff level.</p>	<p>13. Majors and above, or captains with seven or more years service as senior member. SOS must have been completed successfully.</p>	<p>13. Enroll through ECI. Continuous enrollments are accepted.</p>	<p>13. As prescribed in CAPM 50-17 for ECI courses, on ECI Form 23.</p>
<p>4. ACADEMIC INSTRUCTOR SCHOOL: The course prepares selected personnel for instructor assignments. The course is designed to accomplish its mission by achieving six objectives: develop professional attitudes, apply basic principles of learning to specific learning situations, plan meaningful instruction, use sound teaching methods, communicate effectively, and evaluate the achievement of learning objectives.</p>	<p>14. CAP officers and warrant officers.</p>	<p>14. Maxwell AFB, Ala. six 5-week courses per year. 78A, Jan. 4-Feb. 9; 78B, May 1-April 6; 78C, April 12-May 18; 78D, June 12-July 14; 78E, July 17-Aug. 18; 78F, Sept. 13-Oct. 19. Class 78E has the largest number of slots for CAP applicants.</p>	<p>14. Apply through CAP channels on CAPF 17 to CAP National Headquarters/TTN, Bldg. 714, Maxwell AFB AL 36112 at least two months in advance of the course date.</p>
<p>5. INTERNATIONAL AIR CADET EXCHANGE ESCORT: Annual, CAP sponsors a one-month program to foster international understanding, goodwill, and fellowship. CAP exchanges cadets with similar organizations representing some 22 foreign nations. Selected senior members act as escort officers for the cadets during the exchange program.</p>	<p>15. Criteria may be found in CAPM 50-16.</p>	<p>15. Locations and dates to be announced by HQ. CAP-USAF.</p>	<p>15 Application procedures in accordance with CAPM 50-16.</p>
<p>6. DEFENSE CIVIL PREPAREDNESS AGENCY STAFF COLLEGE: Three home study courses are available which pertain to civil defense-disaster preparedness. (1) CIVIL DEFENSE, U.S.A. (2) THE CIVIL DEFENSE DIRECTOR-COORDINATOR. (3) INTRODUCTION TO RADIOLOGICAL MONITORING.</p>	<p>16. All CAP members who have a current civil defense assignment or duty within their wing at any level.</p>	<p>16 Home study, enrollment at any time.</p>	<p>16 Contact your state Civil Defense Director for current application procedures.</p>
<p>7. NORTHEAST REGION COMMUNICATIONS SCHOOL: The purpose of the school program is to train CAP personnel to become competent communicators, efficient in emergency mission procedures and to become confident and able communications officers familiar with the rules, laws, and philosophy of communications administration.</p>	<p>17. Cadet or senior members.</p>	<p>17 Tenth annual school to be held at Kutztown State College Pa., Aug. 13-19, 1978.</p>	<p>17 Application procedures to be publicized by HQ. Northeast Region CAP.</p>
<p>8. AEROSPACE EDUCATION LEADERSHIP DEVELOPMENT COURSE: The course is designed to revitalize aerospace education nationwide by preparing selected individuals to perform in a leadership role at the local, state, regional and national level. Successful completion meets all requirements for master level-aerospace education officer track.</p>	<p>18. Course designed for individuals involved in aerospace education.</p>	<p>18 July 9-29, 1978. Maxwell AFB, Ala.</p>	<p>18. Apply to CAP National Headquarters/ED, Bldg. 714, Maxwell AFB, Ala. 36112. For additional information call AC 205-293-5371 or 5387.</p>

Squadron Restores Two Super Cubs



SUPER CUB—Members of the Oxnard Comp. Sq. 61 (California Wing) look over the fuselage of one of the Super Cubs that was trucked into them on a trailer. The squadron recently restored two Super Cubs to flying condition for use in search missions.

OXNARD, Calif.—The Oxnard Comp. Sq. 61 (California Wing) is becoming known as the "Super Cub Squadron."

Squadron members believe that the PA-18, known as the Super Cub is one of the better search planes for the California terrain.

The squadron has restored two Super Cubs to flight status recently. In addition to doing the normal work of a squadron, they set the goal for the past year of restoring a bus, designing a communications van—and putting an aircraft back into the air.

Two years ago when the squadron lost its only aircraft on a search mission, Capt. Les Hedrick, squadron commander, arranged for another aircraft to replace it.

But the replacement aircraft had some strings attached. When it arrived, N1474C was a basket case. The wing wanted to see it flying as soon as possible and would loan the squadron money to fix it up if it could be airborne

the air in only 112 days.

Cadets and senior members helped out in any way they could, both in the day time, at night and on weekends.

A year later, the squadron asked the wing for another aircraft. The request was granted. Aircraft N202T was trucked to the squadron last August.

Determined to break the 112 days record, squadron members pitched in and got the job done in

80 days.

With look alike paint designs and looking like new, the two Super Cubs attract attention wherever they go.

Hedrick says, They help us retain members and recruit new ones.

They are flown by every pilot in our squadron, even if that pilot owns his own aircraft. And they are the best aircraft for search and rescue missions in this area."

Cadet Aids Unconscious Man

PALO ALTO, Calif. — Cadet Craig Brown of the Jon E. Kramer Comp. Sq. was instrumental in getting help to a 28-year-old man whom he found lying face down off a road, according to 1st Lt. Beatrice P. Sparks of the squadron.

On his way home from the squadron, Brown saw three Seascouts standing around the unconscious man. Not knowing what to do, they asked Brown what he thought was wrong with the man.

After checking for the vital signs, Brown borrowed a knife from one of the Seascouts and cut the back pack from the man's back since it was constricting his breathing. Then he gently turned the man over and covered him

with his own jacket and a rug from his car.

Brown then called for help on his CB radio. Palo Alto police and

paramedics and Fire Department personnel arrived. The police determined that the man was unconscious from a drug overdose.

Florida Congressman Joins Unit In Ocala

OCALA, Fla.—Congressman William V. Chappell Jr., who represents Florida's Fourth Congressional District in the United States House of Representatives, has become a member of the Civil Air Patrol.

Chappell joined the Ocala Comp. Sq., a unit of the Florida Wing's Group 7, in December.

Chappell is former Navy captain and a commercial pilot.

"As an aircraft owner, he is fully aware of light airplane problems and the value of an organization that devotes time and effort in search and rescue activity," said Capt. Al Seeschaaf, Florida Wing director of information.



PRIVATE PILOT—CWO Joe H. Abegg, Clinton-Scott Comp. Sq. (Illinois Wing) receives his wings at a recent squadron open house. He earned his private pilot's license by way of a \$1,000 flying grant last year at the National Convention of the Order of Daedalians in Denver, Colo.

Wing Officers Visit FAA Traffic Center

RIVERSIDE, Calif. — California Wing Mission coordinators and mission data officers got a first-hand look at the operations of the Oakland and Los Angeles Air Route Traffic Control Centers (ARTCC) recently, when the two centers played host to CAP during the recent Wing Mission Coordinators Conference.

"This was especially beneficial," said Lt. Col. James

Bigelow, wing director of operations, "since our mission coordinators today are working closely with the ARTCCs in using the Track Analysis Program (TAP) to help narrow down search areas."

Use of recorded radar data by the FAA in TAP has significantly reduced the number of hours required to bring a search to a successful conclusion, he pointed out.

Cadet Asks For Ideas

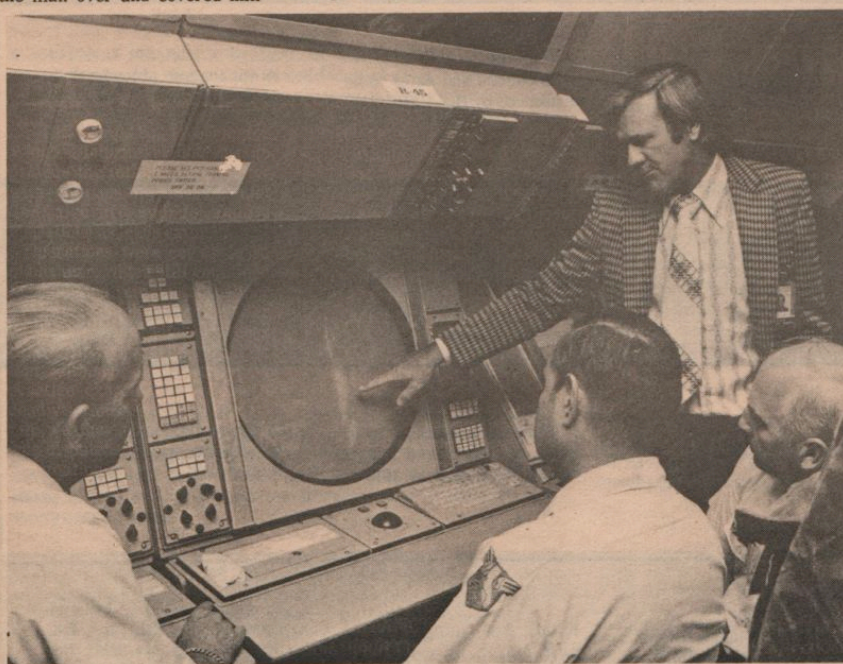
CHARLOTTE, N.C.—Cadet William C. Scheppgrell of the 111th Air Rescue and Recovery Cadet Sq. (North Carolina Wing) was recently elected national vice-chairman of the National Cadet Advisory Council.

Scheppgrell was elected along with the Cadet Advisory Council president, Cadet Andrew K. Weaver of the Mather Cadet Sq. 14 (California Wing), during the National Board Meeting in

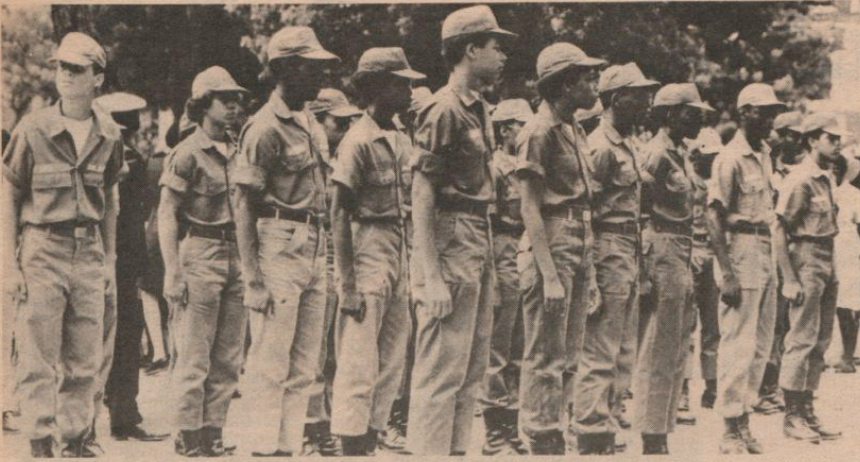
Atlanta, Ga., last October.

"It is my hope that I will be able to obtain some significant input from other cadets and submit these feelings and thoughts to National Headquarters through the council," Scheppgrell said.

Scheppgrell has asked Civil Air Patrol cadets from any squadron, wing or region to send their ideas to him at 1343 Paddock Circle, Charlotte, N.C. 28209.



RADAR DATA—Computer expert Don Chaffee shows California Wing officers how digitized radar data is displayed on a cathode ray tube. The group was on tour of an Air Route Traffic Control Center during the wing Mission Coordinators Conference. (Photo by F.A. Burnham).



FORMATION—Cadets of the St. Croix Comp. Sq. are ready for inspection during a recent encampment on the Puerto Rico-Virgin Islands Friendship Day holiday weekend.



GIVING ASSISTANCE—The American Red Cross personnel in St. Croix, V.I., operate an emergency shelter during recent floods with the aid of CAP cadets who kept records, prepared and served food delivered supplies.

Encampment Becomes Mission As Floods Come

ST. CROIX, V.I. — Cadets of the St. Croix Comp. Sq. were ready for an encampment on a recent holiday weekend. The Virgin Island's squadron comes under CAP's Puerto Rico Wing, and the holiday was Puerto Rico-Virgin Islands Friendship Day.

The cadets were transported Friday afternoon to the site of activities at the Boy Scout Camp by the National Guard. Winifred Benjamin, deputy commander of cadets and also a National Guard medic, and Sgt. Emeth Fludd were in charge when it began raining.

Squadron commander 1st Lt. Jim Dolloff decided to go to the camp when he became alarmed at the steadiness of the rain. His wife, 2nd Lt. Norine Dolloff, the squadron administration officer who is a registered emergency medical technician, reported to the hospital where she is a volunteer. Their daughter remained at home where she was stranded due to flooding until Saturday evening.

The Boy Scout Camp was beginning to flood when Dolloff decided to activate the squadron for emergency services. The

cadets assisted setting up the National Guard Armory shelter. They also helped the National Guard aid flood victims and evacuate homes. Cadets also acted as civil defense radio and telephone operators and formed patrols to discourage looters.

On Saturday cadets who had not gone to the camp joined the others. When given a choice of being taken home or keep on working, all cadets remained on the job. One cadet was sent to assist at a local radio station as radio operator and Spanish language interpreter.

As the flooding continued, cadets helped set up other shelters

and, together with the National Guard, delivered cots, bedding, equipment, supplies and food to the new shelters.

Shelter managers said they could not have gotten the work done if it had not been for the cadets' help.

The cadets had recently completed courses in damage assessment and disaster assistance. Since they were certified in first aid and emergency services, the cadets were put to work on Sunday helping the Red Cross in gathering information on damage assessment and preparing and serving food.

On Monday and Tuesday the

cadets helped make a door-to-door survey to assess damage. They also helped serve food to families who had not been evacuated but who had no operating cooking or facilities.

School resumed on Wednesday, but cadets arranged their schedules to remain helping out the relief agencies.

Later that week five cadets were flown to wing headquarters in Puerto Rico to report on the situation and attend further training there. Although more cadets could have gone, most cadets had suffered from the flooding themselves and did not have dry uniforms for the trip.

Academic Credit Available For Staff College Courses

MAXWELL AFB, Ala.— Civil Air Patrol (members) who have been considering applying for National or Region Staff College may be interested to know that academic credit will be available for attendance at these senior member activities.

The National Staff College (NSC) at Maxwell AFB (June 19-28, 1978) will offer four quarter hours (three in Management and one in International Affairs) at both the graduate and undergraduate levels through Troy State University at Montgomery.

The Eastern Staff College at Roanoke College, Va., (July 9-15, 1978) offers four continuing education units in Business Administration; the Western Staff College at the University of Utah, Salt Lake City (June 10-17, 1978) will offer three quarter hours in Management, and the Central Staff College at Creighton University, Omaha Neb., (June 4-11, 1978) is finalizing an agreement with the University of Nebraska to offer three quarter hours in Management.

The availability of academic credit from these fully accredited colleges and universities will do much to enhance

the credibility of our schools. Many students at these activities are educators themselves and may apply the credits toward required periodic refresher courses. Many businesses grant leave time to employees who wish to pursue such courses in Management. Of course, these hours may be applied as elective credits toward any number of academic degrees.

The cost of these courses will vary from school to school.

The cost at NSC will be \$19 per quarter hour for the undergraduate course and \$26 per quarter hour for the graduate course.

The continuing education units may be acquired at the Eastern Staff College for only a \$1 certification fee.

Cost figures are not available at this date for the Central and Western Staff Colleges, but will most likely approximate the cost at NSC.

CAP Obituaries

Civil Air Patrol News publishes each month a list of Civil Air Patrol members who have died recently. Notices of deaths should be sent to the Personnel Section of National Headquarters in accordance with Regulation 35-2, or to the National Chaplain's office — not to Civil Air Patrol News. Listed are names, ranks, dates of death and CAP unit.

AKSTULL, Mary E., Captain, Dec. 16, 1977, Fort Vancouver Comp. Sq., Washington Wing.

BARRETT, Earl H., Major, Nov. 12, 1977, California Wing.

BROWN, Robert A., First Lieutenant, Dec. 15, 1977, Search-A-Gator Sr. Sq., Florida Wing.

FORD, Harold W., Senior Member, Dec. 14, 1977, Steuben Comp. Sq., New York Wing.

HALL, Wesley W., Sr., Lieutenant Colonel, Jan. 1, 1978, Washoe Jeep Sr. Sq., Nevada Wing.

HERRINGTON, James A., Sr., Second Lieutenant, Jan. 1, 1978, Satilla Comp. Sq., Georgia Wing.

KINNE, Donald G., Sr., Lieutenant Colonel, Dec. 24, 1977, South Carolina Wing.

LEDDETER, Russell B., Senior Member, Dec. 9, 1977, Platte Valley Sr. Flt., Wyoming Wing.

MARCHANT, Orval J., First Lieutenant, Dec. 8, 1977, Wenatchee Comp. Sq., Washington Wing.

MAYNARD, Ray, Lieutenant Colonel, Jan. 4, 1978, Tennessee Wing.

MAYNARD, William G., Captain, Dec. 11, 1977, Grundy Sr. Sq., Virginia Wing.

PRICE, Allen C., Senior Member, Dec. 24, 1977, Flint Group 1, Michigan Wing.

RIEDEL, Victor W., Senior Member, Dec. 1, 1977, Palm Beach Sr. Sq., Florida Wing.

THOMPSON, Robert J., First Lieutenant, Dec. 22, 1977, Hamburg Cadet Sq., New York Wing.



DEDICATION CEREMONY—CAP cadets present the colors at a ceremony renaming the Stone County (Miss.) airport in honor of the late CAP Capt. Dean Griffin, who had managed the airport.

City Renames Airport After CAP Member

WIGGINS, Miss.— Members of Camille Group 3 (Mississippi Wing) joined CAP personnel of the Stone County Comp. Sq. and other residents of Wiggins, Miss., in a recent ceremony to rename the Stone County airport in honor of CAP Capt. Dean Griffin who was killed in a plane crash in January 1977.

Some 250 people gathered for the dedication of the Dean Griffin Memorial Airport which Griffin and his family had leased and

run since 1969.

Group 3 cadets participated in the dedication ceremonies by presenting the colors and directing traffic in the parking areas.

Griffin had been flight operations officer in the Stone County Comp. Sq. since its founding five years ago. He was active in search and rescue operations throughout the state.

His wife, Capt. Pat Griffin, commander of the squadron, now operates the airport.

CAP News In Photos



RADIO ANTENNA—Maj. Ernesto Cortes, commander of the Aibonito High School Cadet Sq. (Puerto Rico Wing) explains the functions of an aircraft radio antenna to Cadets Eric Rivera and Victor Gonzalez. (Photo by 2nd Lt. Jorge Gonzalez).



ROUND THE WORLD—Maj. Gen. Leigh Wade (USAF, Ret.) discusses his first around the world flight in 1924 with Cadet Paul M. Proulx and other members of the Fairfax Comp. Sq. (National Capital Wing) at a recent celebration honoring the Civil Air Patrol's 36th anniversary. He holds a model of the "Boston", the aircraft used in the flight.

SPAATZ AWARD—Cadet Ronald F. Reimer Jr. of the Weir-Cook Cadet Sq. (Indiana Wing), right, accepts the Gen. Carl A. Spaatz Award from Brig. Gen. Willard Hanshaw of Indianapolis in ceremonies held at Ft. Benjamin Harrison, Ind.



CAP DISPLAY—The Goldsboro Comp. Sq. (North Carolina Wing) constructed a display for the New Wayne County Library in Goldsboro recently. Squadron members viewing the display are, left to right, 1st Lt. Allen L. Millican, 2nd Lt. John F. Brooks, Cadet Michael Presley and SM George C. Lee, chaplain applicant.



AWARD—Claude H. Fore III, left, accepts the Gen. Carl A. Spaatz Award from Brig. Gen. George K. Patterson, commander of the Defense Electronics Supply Center (DESC) in Dayton, Ohio. Fore, presently enrolled at the Virginia Military Institute on a four-year Army scholarship, is assigned to Ohio Wing's Group 7 staff in the senior transition program as assistant communications officer. He was formerly a member of the Mark N. Shirk Cadet Sq. 704 (Ohio Wing) which is sponsored by DESC.



NEW POSITIONS—Col. Edgar M. Bailey, right, commander of the Rhode Island Wing for the past seven years who has been promoted to be deputy commander of the Northeast Region, congratulates Lt. Col. Raymond J. Loynds who has been named commander of the Rhode Island Wing.



REPAINTING—An Air Force painter at Williams AFB, Ariz., repaints an Arizona Wing CAP aircraft after CAP personnel stripped and sanded it. CAP is providing the paint, which has been donated or secured from surplus, to repaint all wing aircraft. The Air Force paints the aircraft free of charge.



APPRECIATION—Members of the Silver Grove Comp. Sq. (Kentucky Wing) present certificates of appreciation to Deco and Jeff Farris for their support of the squadron. The father and son team are auto body and paint specialists who worked on and repainted the squadrons newly acquired jeep free of charge.



CAP FRIENDS OF—Edward Doyle, mayor of East Providence, R.I., center, has attended many functions of the East Providence Comp. Sq. Squadron members explain communications equipment to him. (Photo by Capt. M. Goss)



TABLE TOP—Maj. Earl Berger, standing, commander of Group 2 (Colorado Wing), gives leads in a table top training mission to members of the Thompson Valley Sr. Sq. at Loveland, Colo. All aspects of an actual mission are covered so that CAP members can become knowledgeable in all phases of a mission.

SAR Evaluation Scores Identify Problems

By Maj. Robert Mattson
HQ. CAP-USA

For most wings this is a relatively quiet time of the year for search and rescue activity. Maybe we should use this time to reflect on what we have done wrong in the past and what we can do to improve the service we are providing our communities.

To help identify some problem areas, let's look at the results of the SAR evaluations. Admittedly, the evaluation scores are based on an unreal simulation of a REDCAP. However, some problem areas have been identified.

The majority of problems come from poor pre-mission preparation, and from poor management by the mission coordinator. Briefing folders were not prepared for aircrews nor for ground teams. This resulted in delays in getting search units to the scene and in search units being sent out with incomplete information.

A comprehensive briefing folder, similar to the one discussed in the June 1977 issue of Civil Air Patrol News, would improve efficiency in dispatching search units. As a minimum I would recommend at least one briefing folder for each aircraft and vehicle in the unit.

A current gridded map was not available for the mission coordinator and staff. If one was available, it frequently was not kept current with all leads, areas searched, areas of high probability, and weather affecting the mission. Each unit should prepare a plastic or plexiglass overlay which could be placed over the current sectional map of their areas of prime interest.

The overlay could have the AFRCC grid drawn on the back side (some units use thin ChartPak tape). Other semi-permanent information, such as remote transmitters, additional operating locations, "local knowledge" low-level flying hazards, etc., could also be placed on the back. By putting all of this on the back of the overlay, you keep the front available for grease pencil marking of leads, areas of high probability, area of possibility, areas searched, etc. If the overlay is made from a thin plastic sheet it can easily be rolled up and used at any operating base within the unit's area of responsibility.

Another method I have seen is to mount a sectional or other local map on a piece of sheet metal and use magnetic cut outs to keep track of aircraft, leads, areas searched, etc. This is more expensive but for those who have the means, it can be a fine method of keeping the mission

SAR PEOPLE

coordinator advised of the current mission status.

For those units with hilly or mountainous terrain, the plastic contour maps may be very helpful. But, this type of map has several limitations which make it imperative that an additional map also be used. It takes time to put a good master map(s) together and now is the time to do it! Don't wait until you have a mission and then in a hurry put something together which is only partially satisfactory.

Another point which showed up continually is the lack of checklists for the various mission staff personnel. I know that during REDCAPs you don't have all the positions filled, but you should be performing most of the functions. Someone must be in charge—the mission coordinator. Someone must determine search area assignments, brief the crew, debrief the crew, man the radios and telephones, take care of the paperwork for reimbursement, etc. One person may be doing all of these and it is essential for safety, and for efficient management that some minimum items be accomplished.

I am revising the checklists in the 50-15 to indicate the minimum essential steps, but it will be a few more months before they will be in your hands. In the meantime, take the checklists in 50-15, copy them and put them in a format which will be usable to the individual performing the function.

One unit has copied the checklist and left a space for entering the time when each item on the checklist was accomplished. Another unit completely rewrote the checklist to suit their needs. Many units have sealed the checklists in plastic. Some have reduced them to pocket size, etc.

But having the checklist is only half the battle—the small half. The real problem seems to be getting people to use these guides. Is everyone so smart and sure of themselves that they will not overlook anything during the confusion of a mission? I really don't think so, and the number of omissions noted on the evaluation forms, for the mission coordinator and staff personnel, bear this out.

Items frequently mentioned were that the mission coordinator did not consider all leads and other facts when determining the areas of high probability. Many mission coordinators did not even attempt to gather and evaluate data perti-

nent to the mission; they simply started searching wherever it was convenient!!!

Mission coordinators did not evaluate previous search activity to determine what areas may have been missed or poorly searched. They did not know how to calculate probability of detection and if it was calculated, it was not considered when planning additional searches.

Mission personnel were not kept informed of the mission status, nor was the RCC contacted in a timely and periodic manner. These items occurred because the mission coordinator and staff were so preoccupied with all the little details of running a mission that they simply overlooked some very important items.

The use of a checklist will help reduce these oversights and may save a life. Checklists are prepared before a mission when you have time to clearly think through all the steps required to insure an effective, efficient and safe operation. Other knowledgeable people can review the checklist to insure that nothing has been overlooked.

These are just a few of the items that the SAR evaluation program has identified for cooperative action. Please review your units' preparation for the time when you will be called upon to SAVE A LIFE. Be ready, please.

Some Arizona Cadets Receive Check In Altitude Chamber

SCOTTSDALE, Ariz.—Twelve cadets from the Phoenix area recently attended the physiological passenger training course at Williams AFB, Ariz.

The cadets attended five hours of classroom work and one hour of practical training on hyperventilation, hypoxia and disorientation to pilots.

The course was highlighted by a "flight" in the altitude chamber and bearing chair.

In the altitude chamber, qualified cadets were taken to a pressure altitude of 18,000 feet and administered written exams to test their symptoms due to lack of oxygen.

Some reported dizziness and impaired judgement, others reported nothing.

The cadets were also spun in the bearing chair to give them an artificial feeling of being disoriented.

The instructor discussed various forms of oxygen deficiency and disorientation and the corrective actions needed to overcome them.

They also saw a demonstration of the ejection seat training device but did not get to ride in it.



ALTITUDE CHAMBER—Arizona Wing cadets from the Phoenix area receive training in the altitude chamber at Williams AFB as part of a five-hour course on the effects of oxygen deficiency and disorientation on pilots.



SNOWBOUND—Capt. Orville Yarger, commander of the McLean County Comp. Sq. (Illinois Wing) aided stranded motorists, like those above, brought medical supplies to isolated communities and carried sick persons to the hospital in his Enstrom F-28A helicopter, during a recent storm which added nine inches to the snow cover in the Bloomington, Ill., area. He even pulled a snow plow driver out of a ditch where he had been stranded for over 12 hours. (Photo by the Bloomington (Ill.) Daily Pantagraph.)

PEOPLE... in The News

Northeast Region

The Rhode Island Wing recently held its Pilot Upgrading at the North Central Airport with a total of 67 members attending. There were five lecturers at this event... Majors Al Andres and Don Beatty, members of the Oil City Senior Flight 501 (Pennsylvania Wing) have participated in the Silver Wing program commemorating the first air mail flight 50 years ago... As the Freehold Comp. Sq. (New Jersey Wing) celebrated its birthday of two months, 18 cadets and three senior members attended a two-day field trip. All participated in ground search and rescue and first aid.

At recent award ceremonies, four members of the Westchester Group (New York Wing) received awards for a total of 126 years of service. Lt. Col. Louis D. Wolff, Maj. Johnnie Atkins Pantanelli and Capt. John Perrault received awards for 35 years service and Maj. David Clarke received an award for 21 years of service... Four members of the Amelia Earhart Comp. Sq. (New York Wing) recently received their promotion to cadet warrant officer. They are: John Dunn, Ucio Ioan, Robert Gunther, Jr., and Justin Knaplund.

National Hemophilia Sunday was recently sponsored by members of the Southmoreland Comp. Sq. (Pennsylvania Wing) in conjunction with the local Cub Scout and Boy Scout troops. One base radio station and six mobile stations from the squadron provided communications and safety for the scouts as they canvassed the town for donations... Cadets and senior members of the East Providence Comp. Sq. (Rhode Island Wing) recently celebrated their squadron's 20th anniversary. Highlight of the anniversary was a military ball and awards ceremony in which Mayor Edward Doyle of East Providence proclaimed East Providence Comp. Sq. Day in the city... Members of the South Hills Comp. Sq. (Pennsylvania Wing) recently participated in the use of a flight simulator. Those participating included: Cadets John Lappe, Cheryl Lappe, Larry Kent, Brenda Mulkern, Eileen Mulkern and Mark Goetz,

along with 1st Lts. Marilyn Lappe, Bill Stump and Andrew Ondrei.

Middle East Region

... Task Force V. (Virginia Wing) conducted a SAR training weekend recently with 162 people attending the two-day training exercise. The New River Valley Senior Sq. hosted the weekend... First Lt. Robert Allen has been honored as the Outstanding Unit Information Officer for the National Capital Wing. Lt. Allen is information officer for the Columbia Cadet Sq.

Training is being conducted on a large scale at the Col. Virgil I. Grissom Cadet Sq. (National Capital Wing). Eighteen members are attending a CPR class and 18 more members are attending class for radio operators.

Southeast Region

Hillsborough Senior Sq. I (Florida Wing) participated in a mission recently by providing four planes including pilots with four other members who flew as observers or assisted the Mission Coordinator with administrative duties... First Lt. Gregory J. Erickson, commandant of cadets for the Mobile Comp. Sq. (Alabama Wing) was presented the Meritorious Service Award at the wing commander's call held recently at Maxwell AFB... Cadet David Sessums, a member of the Peoples Jr. High School Cadet Sq. (Mississippi Wing) presented highlights of his IACE tour of Japan to members of his squadron.

The Dothan Comp. Sq. (Alabama Wing) was presented a check for \$1,500 from Hayes International Corporation which was used to paint the squadron's Cessna C-150... Cadet Lawrence Bynon of the Singing River Comp. Sq. (Mississippi Wing) initiated and promoted a booth at the Gautier Jr. High School Fall Festival. Photographs of the local squadron were displayed.

University Cadet Sq. (Florida Wing)

demonstrated CAP's capabilities to the City of Coral Gables Civil Defense director, A. LeBrun and his assistant, H. Porterfield. The operational demonstration consisted of a communications exercise concentrated in the Coral Gables area. As a result of the demonstration, University Cadet Sq. has been annexed into the City of Coral Gables Emergency Operations Plan... Cadet Brian Reed, cadet commander for the Central Brevard Comp. Sq. (Florida Wing) has presented Dr. Harry Nyquist, principal of the local high school, with a stadium cushion which the cadets sold as a fund-raising project.

Daytona Beach Comp. Sq. (Florida Wing) added three more pilots to its flight roster recently as senior members David Reidy, Stephen Boyd and Curtis Waxenberg flew solo for the first time... The Marshall County Comp. Sq. (Tennessee Wing) has conducted a class in radiological monitoring with members of the Lewisburg Police and Fire Departments and Marshall County Sheriff's Department as students. Taking refresher courses at the same time were members of the squadron itself... Cadet Tim Geiger, a member of the Daytona Beach Comp. Sq. (Florida Wing) has become the first cadet in the history of the squadron to earn the multi-engine pilot rating.

Great Lakes Region

Twenty members of the Lunken Cadet Sq. (Ohio Wing) have taken the radiological monitoring course from Civil Defense... At a recent meeting of the Michigan Air National Guard Historical Association, Lt. Col. Rafael Munguia was elected to the Board of Directors of the association. Colonel Munguia is presently commanding the President Gerald R. Ford Squadron.

First Lt. Jerry Gilbert, commander of the Shattuck Comp. Sq. (Michigan Wing) has been promoted to Captain... The Blue Water Cadet Sq. (Michigan Wing) has recently initiated a program of educational and safety seminars for the student pilots receiving flight training at flight schools in its area... At the annual Group 7 awards banquet (Michigan Wing) Cadets Julie Jankowski and Mark Sinicki, both members of the Bay City Cadet Sq., were named Honor Cadet and Cadet of the Year.

North Central Region

A Civil Air Patrol Plaque of Appreciation has been presented by the St. Joseph Comp. Sq. (Missouri Wing) to the 139th Tactical Airlift Group, Missouri Air National Guard. The plaque was presented for the Guard's support of the squadron during the past two years... Col. Harold K. Lindseth has announced the completion of Level I training by 10 senior members from the South Dakota Wing. They are: Donna Likness, Elizabeth Boxa, Larry Hamburg, Luverne Hofhenke, Joyce Hayes, Yves Gallet, Myrle Satnan, Clayton Ziebarth, Ray Novack and Charles Swanson.

Cadet Mark A. Fauser, a member of the Sunflower Comp. Sq. (Kansas Wing) has been selected as the Honor Cadet of the Year for the state of Kansas. Capt. W. Ray Bailey, squadron chaplain for Sunflower Comp. Sq., was named as Outstanding Senior Member of the Year for the state.

Twenty-five cadets, representing

several squadrons in the St. Louis area, assisted in a disaster exercise at Missouri Baptist Hospital recently. Senior Member Gary C. Phillips, a member of the Sunflower Comp. Sq. (Kansas Wing), and presently a cadet at West Point, was honored by the academy recently as Outstanding Fourth Classman of Company F-4.



Gary C. Phillips, left

Southwest Region

Alief Airborne Comp. Sq. (Texas Wing) and the Texas Air National Guard 147th Fighter Interceptor Group recently conducted a joint information night. Capt. Tom Shellshear, personnel officer for the 147th, was the guest speaker... Members of Alief Airborne Comp. Sq. (Texas Wing) recently visited Bergstrom AFB in Texas. The squadron was joined by North Austin Comp. Sq. for a tour of the base facilities and operational Tactical Air Command units at Bergstrom.

Rocky Mountain Region

Cadet of the Month for the North Valley Comp. Sq. (Colorado Wing) is Cadet Joel Flores... A practice SAR exercise was held recently for members of the Montana Wing. Seventy senior members and 12 cadets from eight squadrons throughout the state attended... Cadet Richard S. Blakeman, a member of the Timberline Cadet Sq. (Colorado Wing), has earned his solo wings. He is the second cadet from the squadron to do so.

Pacific Region

An emergency services team from the Renton Comp. Sq. (Washington Wing) battled the nearby flooding Cedar River recently. The team, led by Maj. John Houser, filled sandbags and assisted in construction of dikes... Chaplain, Capt. Stephen Bender, a member of the Ashland Comp. Sq. (Oregon Wing) has been named Chaplain of the Year and presented a plaque at the Chaplain's Wing Conference by Col. Bobby Girard, wing commander.

Recently, the California Wing hosted several governmental agencies and volunteer organizations whose common goal is search and rescue. This year's conference was attended by members of the Service, the National Park Service, FAA, and CAP mission coordinators from search bases in northern California. Members of Sandpoint Comp. Sq. (Washington Wing) recently aided in an American Heart Association Cyclethon.



GROUND TEAM BRIEFING—Observer Cadet Lisa Carmona, University Cadet Sq., left, and pilot Lt. Col. Robert Croft, Group 5 Headquarters, brief ground team members Cadets Joseph Peseaux and James Day, Pompano Beach Cadet Sq., during a recent Florida Wing cadet search and rescue exercise in which 60 cadets took part.

Colorado Wing Plans Winter Survival School

DENVER, Colo.—The Colorado Wing will sponsor a winter survival school and exercise for pilots and aviation-oriented people, according to Col. Roger E. MacDonald, wing commander.

The school, presented in cooperation with the Wilderness

Institute of Survival Education, will be held at the Boulder Municipal Airport, Bolder, Colo., and will begin March 3, 1978.

The week-long course will introduce students to aspects of survival under adverse conditions, mountain flying techniques and mountain weather.

Tuition will be \$100 per person, payable with registration.

Interested persons should contact Lt. Col. Robert Shupe, commander, Boulder Comp. Sq., 5000 Butte St., No. 154, Boulder, Co. 80301.

His phone numbers are (303) 422-7643 or 443-9061.

CIVIL AIR PATROL NEWS READER SURVEY

What do you think of Civil Air Patrol News? How do you rate CAP's official newspaper? What would you do, if you could, to make it better? Here's your chance to tell us, the editor and publishers, how you feel!! If you will answer this Reader Survey, it will help us publish a better paper. Just check the appropriate boxes below, add your own comments if you like, then clip and mail to: HQ, CAP-USA/OII, Maxwell AFB, Ala. 36112. That's all!!! But do it today!

- Are you a () Senior? () Cadet?
- What is your primary interest in Civil Air Patrol?
 - () Air search and rescue.
 - () Flying in general
 - () Ground rescue or other emergency service activity not involving flying.
 - () Radio communications.
 - () CAP's youth (cadet) program.
 - () CAP's aerospace education program.
 - () Other. (Please specify.)
- In your opinion, a national-level publication such as Civil Air Patrol News is:
 - () Vitrally necessary.
 - () Useful.
 - () Not really needed.
- How would you rate Civil Air Patrol News as a tool for keeping members informed about the organization?
 - () Excellent.
 - () Good.
 - () Average.
 - () Poor.
 - () Worthless.
- What portion of Civil Air Patrol News do you read?
 - () Cover to cover.
 - () Most of it.
 - () About half.
 - () Maybe one-third.
 - () Very little.
 - () None.
- What type of news in Civil Air Patrol News interests you the most?
 - () Search and rescue or other emergency services.
 - () News about aircraft or flying.
 - () Information or announcements from National Headquarters.
 - () Cadet programs and activities.
 - () Local squadron activities.
 - () News about aerospace education programs and activities.
 - () Other. (Please specify.)
- What other type news, not now being published in Civil Air Patrol News, would you like to see used? (Please be specific).
- What special features do you like best?
 - () Aero-Astro Answers (cartoon).
 - () Bulletin Board.
 - () "SAR" People" column.
 - () National Commander's/Executive Director's Columns.
 - () Search statistics.
 - () "People in The News" column.
 - () "CAP News in Pictures" pages.
 - () Other (Please specify.)
- What other feature, not now being published, would you like to see used in Civil Air Patrol News. (Please be specific).
- If you could, what one thing would you do to improve Civil Air Patrol News (without spending any more money?) (Please be specific).

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HQ, CAP-USA/OII
MAXWELL AFB, ALA. 36112

NEWS BRIEFS

Practice Mission Locates Objective

SUMMERHILL, Pa.—Three Pennsylvania Civil Air Patrol Squadrons took part in a practice mission at the Martinsburg Airport.

The squadrons were the Craig W. Inscho Comp. Sq. 607, Summerhill; Cadet Sq. 605, Latrobe; and Senior Sq. 615, Altoona. The joint practice mission was under the command of 1st Lt. Gary Salamon, commander of Squadron 607.

The object of the mission was to locate a simulated downed aircraft, carrying a flight recorder from a previous crash. The simulated crash was found on the first day by an aircraft from the Altoona squadron. Ground crews from all units were sent to the site to check for injured persons and to recover the flight recorder.

The next day, the flight recorder was flown to Civil Air Patrol Group 60 Headquarters in Pittsburgh.

Oregon Dog Team Helps Sheriff

SPRINGFIELD, Ore. — The Lane County Sq. (Oregon Wing), whose dog team also works for the Lane County Sheriff's Department under the name "Dogs of Oregon Ground Search" (DOGS), has recently been called to assist in looking for a lost child.

The search was for a three-year-old boy missing from his home in Noti, Ore. Three cadets and their dogs (Kim Murdock and Belinda, Bob Olson and Bismarck, and Walt Sommerson and Blitzkrieg) joined some 30 people looking for the child. He was found after having been missing for 22 hours.

In another search 13 Lane County cadets were called to help look for a 14-year-old boy lost on Mt. St. Helens in Washington state.

While searching for 10 hours in snow and winds, some of the cadets helped a hypothermia victim until a helicopter arrived to take him to a hospital.

Cadet Squadron Holds Pilot Clinic

ALMONT, Mich.—Accident prevention was the subject of a recent pilot educational clinic that the Blue Water Cadet Sq. (Michigan Wing) sponsored at Marysville, Mich.

The clinic was attended by 200 local pilots. In addition to the pilots, 11 cadets and six senior members of the squadron, as well as their commander and deputy commander.

The cadets distributed information to introduce their seven-month-old squadron to the aviation community. The commander, 1st Lt. Walter Walborn, and his staff answered questions from interested persons.

Senior Training Program Revised

The revised Senior Training Program became effective Jan. 1, 1978, following approval by the National Executive Committee in December 1977.

A new CAPM 50-17 detailing the program will be available in March or April. A letter giving the new training awards criteria has been mailed to all CAP units.

Since there are really two new training levels, and some shifting of criteria from one level to another, for awards purposes the following policy is in effect concerning awards holders prior to Jan. 1, 1978.

1. Members who earned the Certificate of Proficiency under the old criteria are considered to have completed Level II.

2. Current holders of the Grover Loening Award are considered to have completed Level III training. (The new Level III entails completing of ECI-Squadron Officer School which is required to progress through Air Command and Staff College to Air War College in the new Level V.)

3. The Paul E. Garber (Level IV) is new and essentially replaces the former Gill Robb Wilson Award. A new certificate, ribbon and medal are being developed for this award. Members who earned the Gill Robb Wilson Award for attendance at a Region Staff College may earn the Garber Award for completion of the new Level IV.

4. The new Gill Robb Wilson Award (Level V) replaces the National Commander's Citation. Current holders of the Gill Robb Wilson Award may work toward this new award. The certificate will remain the same, but numbering will begin again with Number One. The award ribbon and ribbon for the medal worn with the mess dress will have a silver star attached to differentiate this award from those earned under the old criteria.

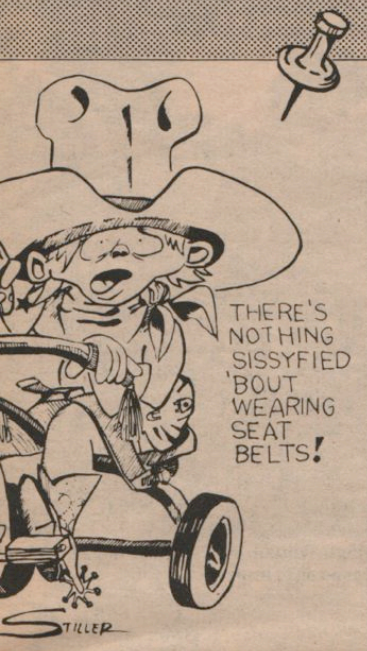
First Aid Training Pays Off

DAYTONA BEACH, Fla.—Two Daytona Beach Comp. Sq. members put their CAP first aid training to good use recently when they were returning to their school and saw two cars collide directly in front of them.

SMs Jay Bloom and Curtis Waxenberg stopped and ran to help. The male driver of the nearest car was in pain, but did not seem seriously injured. Bloom stayed with him, while Waxenberg helped the female driver of the other vehicle.

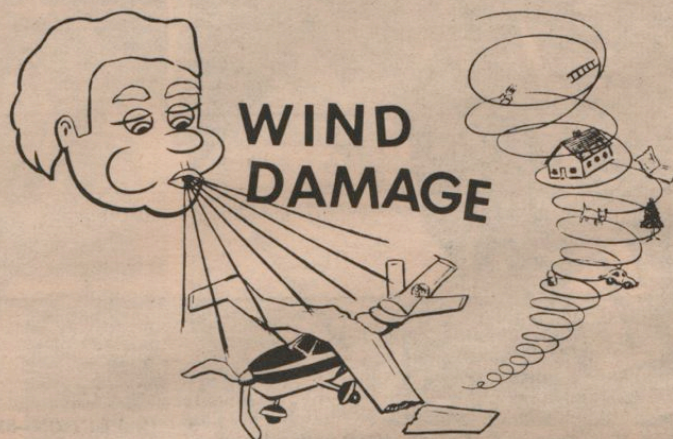
He discovered arterial bleeding in an upper arm and applied direct pressure to stop the bleeding. The two CAP men continued to assist after the ambulance arrived. Emergency Medical technicians credited Waxenberg's knowledge and skill with saving the woman's life.

TIN BOARD



S A F E T Y

C O R N E R



The Civil Air Patrol aircraft fleet had a GUSTY year in 1977. Flight operations were necessary during frequent windy weather; however, the challenge did not end there. Our machines are designed to fly, and fly they did, or at least they tried—even when put to rest for the day.

Eleven Civil Air Patrol aircraft were damaged by wind; some even demolished as they tugged at their moorings, pulled them loose, or broke them. In some cases, aircraft moved freely about as little or no effort had been made to restrain them. Following is a summary of wind damage to Civil Air Patrol aircraft during 1977:

- Total aircraft involved: 11 (includes two DHC-3's, three PA-18's, two T-41's).
- Aircraft demolished: 4.
- Estimated dollar loss: \$47,000 (average loss of \$4,270 per aircraft).
- Contributing factors:
 - Moorings failed: 4.
 - Moorings not used: 2.
 - Moorings not properly used: 2.
 - Aircraft structure failed: 2 (tie-down rings pulled loose, wings pulled off).

Fortunately, no injuries occurred. Several other non-CAP aircraft were damaged, however, as a result of failure to properly secure CAP aircraft.

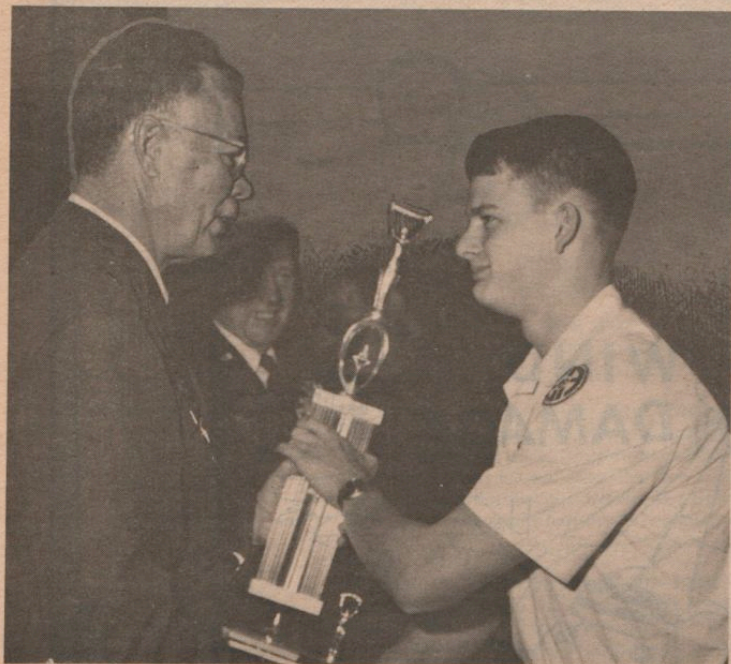
You can see that GUT FEELINGS of "WE CAN DO BETTER" are justified. The lessons learned must be applied to loss control and the prevention of future problems. CAPR 66-1, "Civil Air Patrol Aircraft Maintenance Management," paragraph 12, and FAA Advisory Circular 20-35, "Tie-Down Sense," are very descriptive and specific regarding the securing of aircraft. These publications focus on:

- Tie-down anchors.
- Tie-down ropes or chains.
- Control locks.
- Chocks.
- Spoilers.

The adage, "The chain is no stronger than its weakest link," certainly applies to the mooring of aircraft. If the tail or the wing are not secured, the resultant aircraft movement during windy conditions easily multiplies the effect of forces acting on secured and unsecured portions of the aircraft. Assuming that tie-down ropes/chains do not break, the *partially tethered aircraft* is still capable of *nose-overs and wing-overs* on a parking ramp. Large aircraft such as the DHC-3 (Otter) may require a greater total force to move them; however, their design contributes to the ease of movement by presenting a flat plate area which acts like a large sail. Once in motion, their related *destructive force is much greater than that of a smaller aircraft*. External control locks are a good investment as they prevent strain throughout the control system. Without the use of control locks, damage to surfaces, push rods, and hidden components can result. Control locks should be installed and used in such a manner to prevent movement of the controlled surfaces, especially past the limiting range.

PREVENTION OF WIND DAMAGE must be a joint effort. Failure to adequately secure an aircraft is NOT WORTH THE GAMBLE. If moorings are not available and cannot be fabricated, the aircraft should be hangared or moved to another location with adequate moorings. NOW is the time to evaluate YOUR UNIT'S FACILITIES and PROCEDURES. Notify your respective wing or National Headquarters for assistance if necessary.

Cadet Competition Photo



TOP-LEVEL AWARD—Brig. Gen. Thomas C. Casaday, CAP national commander, presents the Sweepstakes Award to member of Southeast Region team.



INSPECTION—SMSgt. James T. Starr and MSgt. William H. Pierce of the Air Force's NCO Academy at Gunter AFS, Ala., conduct open-ranks inspection.



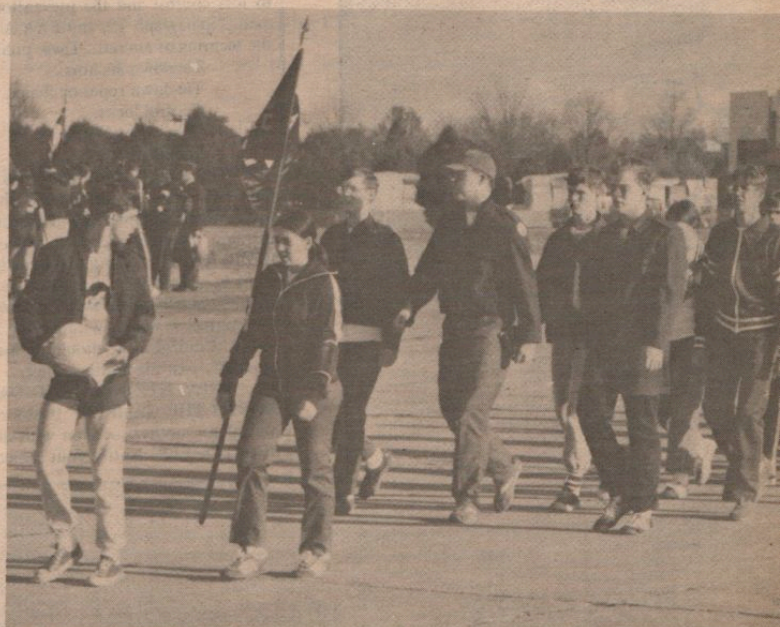
INNOVATIVE DRILL—Cadet team displays its skill in its own version of what the drill should be like.



FINISHING STRONG—Three cadets finish strong in the Mile-Run.



SMILING WINNER—Cadet Rodney Vickers, center, of the Southwest Region team, winner of the Drill Team Commander trophy, poses with Gen. Casaday, left, and Gen. Gardner.



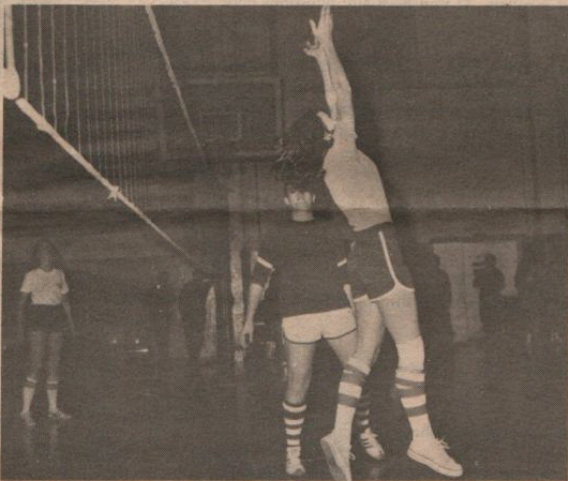
PREPARING FOR RUN—Cadets participating in National Cadet

—1977

By MSgt. Russ Brown



HUT, TWO, THREE...The North Central Region drill team shows its precision.



VOLLEYBALL—Proficiency in this sport had much to do with winning first place in the Physical Fitness competition.



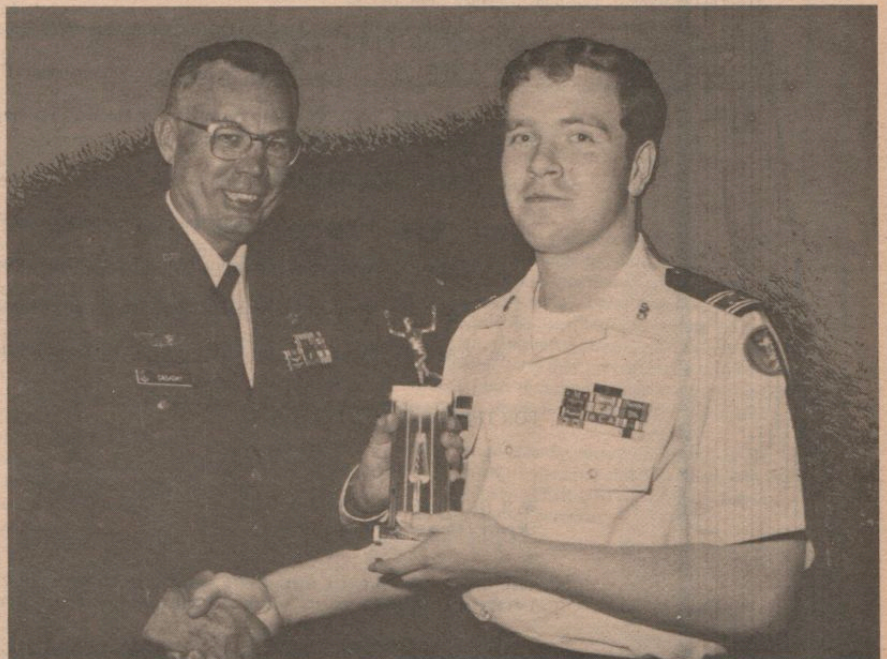
petition march out to site of the Mile-Run.



PRESENTATION—Brig. Gen. Paul E. Gardner, USAF, left, executive director of Civil Air Patrol, presents the Sweepstakes Runner-Up Award to Great Lakes Region team representative.



AEROSPACE ANSWER—North Central Region team ponders a question during Panel Quiz portion of College Bowl.



PHYSICALLY FIT—Member of Northeast Region team, right, accepts the runner-up award in Physical Fitness competition from Gen. Casaday.

THE BULLETIN



CIVIL AIR PATROL BULLETIN

PUBLISHED BY NATIONAL HEADQUARTERS
MAXWELL AIR FORCE BASE, ALABAMA

NUMBER 2

FEBRUARY 1978

INFORMATION

1. **NEW CAP TELEVISION SPOT.** A new CAP 30-second television spot is expected to be available in February. Include the call letters of the television stations you are going to cover in your locale. The spots will be distributed on a first-come, first-served basis. The new 30-second television spot features a ground rescue theme. **OI**

2. **REQUESTS FOR "CIVIL AIR PATROL RECRUITING GUIDE."** We continue to receive requests from wings and groups for copies of the "Civil Air Patrol Recruiting Guide" (CAP Pamphlet 33-1). These requests range from five to 20 copies of the guide. Most of the requests are for units already firmly established. Perhaps commanders and information officers are not aware that two copies of the recruiting guide were distributed to each CAP unit in the September unit distribution. We suggest wing and group headquarters check and make sure that CAP units under their command do not already have one or two copies of the recruiting guide on hand. **OI**

OPERATIONS

3. **SAR, CD, AND OTHER MISSION REIMBURSEMENT PROCEDURES HAVE CHANGED.** New directives are being developed which will detail the new procedures. Interim instructions are being issued in a letter to all units from HQ CAP-USAF/AC. This letter should be followed until receipt of revised manuals. If you have any questions concerning reimbursement, please contact your wing liaison office. **DOSS**

4. **SEARCH PILOTS AND MISSION COORDINATORS.** As of 1 January 1978, FAA has authorized the AFRCC and the Coast Guard RCCs to authorize aircraft flying search and rescue missions to squawk 1277 when not under ATC control. This code is to be used only by aircraft on SAR missions and includes going to and from assigned search areas. The major benefit of using this squawk will be better flight following capability if a search aircraft should need it. **DOSS**

ADMINISTRATION

5. NEW AND REVISED CAP PUBLICATIONS:

- a. CAPR 0-2, "Numerical Index of CAP Regulations, Manuals, and Pamphlets," Period Ending 6 January 1978, supersedes CAPR 0-2, 8 July 1977.
- b. CAPR 0-9, "Numerical Index of CAP Forms, Test Materials, Visual Aids, and Certificates," Period Ending 6 January 1978, supersedes CAPR 0-9, 8 July 1977.
- c. CAPR 35-5, "CAP Officer Appointments and Promotions," 6 January 1978, supersedes CAPR 35-5, 31 July 1975.
- d. C3, CAPM 67-1, "Civil Air Patrol Supply Manual," 6 January 1978, has been published.
- e. CAPP 11-1, "Civil Air Patrol and HQ CAP-USAF Key Personnel Directory," 15 December 1977, supersedes CAPP 11-1, 1 November 1977.
- f. CAPP 53-1, "Scholarships and Grants," 6 January 1978, supersedes CAPP 53-1, December 1976.
- g. CAPP 173-2, "Federal Taxes," 6 January 1978, supersedes CAPR 173-2, 18 January 1966.
- h. C1, CAPP 208, "Civil Air Patrol Senior Member Training Program Level II Study Guide—Transportation Officer," 6 January 1978, has been published.
- i. CAPF 2, "Request for Promotion Action," Jan 78, supersedes CAPF 2, Jul 72.
- j. CAPF 2a, "Request for and Approval of Personnel Actions," Jan 78, supersedes CAPF 2a, Apr 77.
- k. CAPF 51, "Application for Senior Transition Program in Civil Air Patrol," Jan 78, has been published.
- l. CAPF 55a, "Request for Examinations," Jan 78, supersedes CAPF 55a, Jul 70.
- m. CAPF 95, "Application for Civil Air Patrol Scholarships and Grants," Jan 78, supersedes CAPF 95, Dec 74. **DAP**

FOR THE EXECUTIVE DIRECTOR

W. S. Hunt JR

W. S. HUNT, JR., MSgt, USAF
Deputy Director of Administration

THE CIVIL AIR PATROL BULLETIN IS PUBLISHED MONTHLY. IT CONTAINS OFFICIAL ANNOUNCEMENTS, INTERIM CHANGES TO CAP PUBLICATIONS, AND OTHER ITEMS OF INTEREST FOR ALL CAP MEMBERS.

PULL OUT AND POST